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TAB

14 285

ANNEX I

MARRIAGE REPORT OF TRAINING

TAB "A" - Formal Training

SEC I - Operations and Training

SEC II - Maintenance and Supply

TAB "B" - USCM

SEC I - Operations and Training

SEC II - Maintenance and Supply

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ANNEX ITAB "A"Narrative of Formal TrainingSECTION I - Operations and Training

25X1C4a

1. The formal training of Detachment "A" started on 11 January 1956. Prior to this date those regulations pertaining to the training program had been published by the [REDACTED]. All elements of the training were covered in Wing Regulation 50-1 with Annexes I, II, and III thereto; the Unit Simulated Combat Mission was outlined in Wing Regulation 50-2.

25X1C4a

2. With the arrival of three pilots on 11 January 1956 the training program actually began. The schedule called for the formal phase of training to be completed on 31 March -- this was accomplished with the exception of one flight which was scheduled twice during the last week of March but in each case aborted. This final mission was actually flown on 3 April. The complete flying training schedule, as set forth in Annex III to Wing Regulation 50-1, [REDACTED], was satisfactorily completed with the exception of the celestial training mission. This requirement was waived due to non-availability of sextants in Detachment "A" aircraft. The first sextant to become available was put into commission during the last week in March, hence there was not sufficient time to properly evaluate it prior to the USCM. Plans were made to test the celestial capability of the pilots wherever possible throughout the USCM. This was accomplished within the capabilities of the limited equipment available.

3. Some 67 hours of ground school were programmed by Wing Regulation 50-1, Annexes I and II. This entire ground school schedule was satisfactorily completed prior to the beginning of the USCM.

4. A quick recapitulation of the flying training scheduled per pilot versus that accomplished is:

- a. Flying hours scheduled - - - - - Approximately 53
- b. Flying hours actually flown
(average per pilot) - - - - - 93 Hours 22 Minutes
- c. Number of missions scheduled - - - - - 14
- d. Number of missions flown - - - - - 19.1

5. On 7 April 1956 Detachment "A" was considered to have satisfactorily completed all of its formal training and to be ready for a week of unit simulated combat missions. This was programmed for the week of 9 through 14 April. A narrative of the USCM will be found in TAB "B" of this Annex.

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ANNEX I

TAB "A"

Narrative of Formal Training

SECTION II - Maintenance and Supply

1. Maintenance:

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a. During the formal training phase of the program directives affecting the maintenance operation were developed by [REDACTED] personnel. These directives established the maintenance organization and procedures, maintenance and flying scheduling, and an abort and malfunction procedure for determining reliability of aircraft and its auxiliary equipment. Approximately three weeks were consumed in affecting coordination with the different contractors concerned. Problems encountered concerned the understanding by each contractor of the terms of his contract and the necessity of contacting key contractor personnel for the proper coordination. Directives were approved by all concerned with a minimum of change and were published as Detachment "A" directives.

25X1C4a

b. Personnel of the [REDACTED] assisted in implementation of the maintenance directives, continually monitored the training of maintenance personnel and provided instruction in deficient areas as needed.

c. The most deficient areas during the training phase concerned coordination and planning between the maintenance and operations functions, planning and coordination between maintenance sub-sections, and maintenance of aircraft forms and historical records. The above mentioned directives were designed to provide guidance for correction of the deficient areas mentioned. By the end of the training phase much improvement could be noted in all areas. Daily unit scheduling meetings were being conducted by the Detachment Commander, internal coordination within the maintenance activity was improving, and all historical records had been brought up to date. Continual instruction was being provided to improve forms maintenance.

2. Supply:

25X1A6a

a. In December 1955, a Flyaway Kit (FAK) Listing reflecting the various contractor spare part requirements was developed. A Special List of Equipment (SLOE) was also formulated to authorize the Unit Mission Equipment (UME) that would be provided by each contractor and from USAF resources to support the Aquatone mission. The initial Flyaway Kit (FAK) spares and SLOE items were shipped to [REDACTED] on 17 January 1956 and immediate supply operations were established to support the Detachment "A" Training mission. Action was also implemented to provide the unit with detailed directives outlining the supply

25X1A6a

procedures that would apply both at [REDACTED] and the overseas location. Prior to the completion of the Training phase, all the authorized supply personnel of Detachment "A" were available for duty.

25X1C4a

During the Training phase [REDACTED] personnel actively participated in the over-all supply function and provided detailed "on the spot" training of all supply personnel assigned to Detachment "A". Data regarding the effectiveness of the Flyaway Kit (FAK) and the Special List of Equipment (SLOE) was maintained during the entire operation. This information was utilized to revise the FAK and SLOE authorizations as required to insure maximum support. At the completion of the training phase the Flyaway Kit had been provided 96% of all items authorized. The Special List of Equipment was 92% complete. All shortages are receiving priority attention by the Depot Supply Officer and indications are that most deficiencies will be resolved prior to deployment.

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FLYAWAY KIT TOTAL ITEMS

ALL SECTIONS	TITLE									UNIT	25X1C4a
	SECTION										

PERIOD

I LAC
II [REDACTED]
III R&W
IV HYCON
AIRBORNE
COMM
V SP PERS
SPARES
VI GROUND
COMM SPARES
VII COMMON
HARDWARE
VIII GROUND POWER
SPARES

	10	20	30	40	50	60	70	80	90	100
I LAC	[REDACTED]									
II [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
III R&W	[REDACTED]									
IV HYCON	[REDACTED]									
AIRBORNE COMM	[REDACTED]									
V SP PERS	[REDACTED]									
SPARES	[REDACTED]									
VI GROUND	[REDACTED]									
COMM SPARES	[REDACTED]									
VII COMMON	[REDACTED]									
HARDWARE	[REDACTED]									
VIII GROUND POWER	[REDACTED]									
SPARES	[REDACTED]									
TOTAL	[REDACTED]									

*Ground Communications Spares is controlled and furnished by Project Headquarters.

25X1A5a2	AUTH	O/H	AUTH	O/H	TOTAL AUTH	TOTAL O/H
IAC	2L33	2305	COMMON HARDWARE	43918	43311	57877
R&W	1790	1718	GROUND POWER	361	137	56102
HYCON	2355	2281				
AIR COMM	6056	5648				
SP PERS EQ	2L0	161				
	721	541				

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PERIOD	SLOW TOTAL ITEMS									UNIT
	ALL CATEGORIES	SECTION	TITLE	25X1C4a						
I LAC			99%							
III RAW			75.8%							
IV HYCON			95.2%							
V OPE			39.8%							
VI SP PERS EQUIP			56.7%							
TOTAL			92.7%							
LAC	0/0									
RAW	2617	2592								
	112	85								
HICON	702	669								
OPE	3669	3507								
SP PERS EQUIP	379	215								

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ANNEX ITAB "B"Narrative of Unit Simulated Combat MissionSECTION I - Operations and Training

25X1C4a 1. As established by directives from Project Headquarters, the unit simulated combat missions were scheduled for Detachment "A" during the week of 9 through 14 April 1956. Prior to the launching of this exercise the [REDACTED] published a Technical Pamphlet, number 170-1 (see Annex II) which was to be used as a scoring guide for this USC. The details of this Technical Pamphlet were discussed with Project Headquarters on 3d and 4th of April and, after approval by Project Headquarters, it was published on 6 April.

2. The basic premise underlying the USC was that it would test all elements of the proposed operational concept for overseas operations. Hence Project Headquarters was called upon to issue the necessary orders for each mission, send them through normal communications to Detachment "A" who in turn flew the directed missions. After the missions had been flown standard reporting systems were used to test the combat reporting guide published by Project Headquarters. The photography accomplished on the mission was forwarded to [REDACTED] for development. From there the finished product went to Project Headquarters for their review and acceptance.

3. It was proposed by Project Headquarters that approximately 12 missions should be flown by Detachment "A". The final results of the week's activity indicate that 13 missions were actually scheduled and attempted, two of which resulted in aircraft aborts and one other should be considered aborted due to the fact that the entire camera installation was inoperative. Hence, of the 13 missions scheduled, 10 were effective.

4. The following is a day by day run-down of the week's activities:

Monday 9 April - 4 missions were scheduled on this day which was a maximum effort, there being only 4 aircraft available to Detachment "A". All 4 aircraft were airborne on time and all pilots flew their missions as briefed. One pilot blew his camera circuit breaker shortly after take-off when his view-finder handle shorted the electrical system, this caused his entire camera system to be inoperative throughout the mission.

Tuesday 10 April - 2 missions were scheduled. Both aircraft were airborne, one of which successfully completed his mission as briefed, the other aborted after some 15 minutes out with a frozen fuel pump. He returned to the base and landed.

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Wednesday 11 April - 3 missions were scheduled and 3 aircraft departed on time. Two of these aircraft completed their missions as briefed although one pilot experienced a flame-out while at altitude when he endeavored to even his fuel load by yawing the aircraft. This caused a starvation of the air ducts resulting in his flame-out. He had no trouble with the air start and proceeded on home along his briefed flight plan. The third aircraft experienced an engine failure. When almost at maximum radius distance from [REDACTED] a series of flame-outs and other troubles commenced. After some excellent flying and finally a sound decision upon the pilot's part to make an emergency landing, he was able to bring his aircraft in to [REDACTED] Air Force Base. His landing was uneventful and maximum security was achieved through the use of the emergency procedures established and in operation for the past three months.

25X1A6a

Thursday 12 April - 2 missions were scheduled. The pilots took off on time and flew the missions as briefed.

Friday 13 April - 2 missions were scheduled but both were canceled due to weather. The weather in the vicinity of [REDACTED] was extremely marginal all of that day so all operational flying was postponed.

Saturday 14 April - 2 missions were scheduled, with both taking off on time and flying the mission as briefed.

5. The details of each mission as it was flown and scored can be found in Annexes III, IV, and V. It was the opinion of the judges that the USCM was satisfactorily completed in every respect. From an operational standpoint the unit was able to fly the missions as directed by Project Headquarters, the pilots were proficient and were able to fly the missions as briefed, and finally, the unit as a whole was able to stand up under a week of intensive operational training.

ANNEX I

TAB "B"

Narrative of Unit Simulated Combat Mission

SECTION II - Maintenance and Supply

1. Maintenance:

a. Maintenance organization: The over-all rating for the maintenance organization is effective. Deficient areas, such as maintenance of aircraft forms, supervision and control of personnel, and planning and coordination between maintenance sub-sections were noted during the initial portion of the USCM phase. However, definite corrective action was taken by the Detachment Commander and key supervisory personnel and all deficient areas corrected. The capability of the Detachment to quickly correct weak areas during the USCM is considered indicative of its ability to continue to operate in an effective manner during actual overseas operations. Forms maintenance will need continual emphasis. The attitude of all maintenance personnel toward proper forms maintenance is good. It is considered within the capability of supervisory personnel to provide the additional instruction to maintenance personnel necessary to bring forms maintenance up to acceptable standards. Supervision and control of personnel and coordination and planning between maintenance sub-sections was somewhat deficient initially but was quickly corrected and operating smoothly during the remainder of the USCM.

b. Planning and coordination between operations and maintenance is rated effective over-all. This area was deficient initially, primarily because of the 12-hour advance notification of mission requirements. Procedural changes were implemented to speed up publishing and dissemination of flying schedules to the various maintenance sub-sections. As a result of this planning and coordination all aircraft were ready at the take-off time specified and no ground aborts were experienced.

c. Reliability of aircraft and equipment:

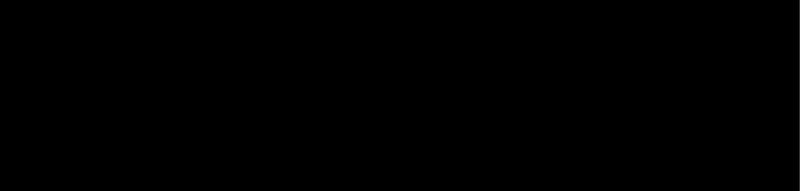
(1) Airframe. The majority of discrepancies encountered were considered minor and were usually capable of being corrected during the normal pre-flight period. One of the four aircraft, Number 347, only made two missions. After the first mission on 9 April, it was out for an extended period for a sump tank change due to materiel failure of a weld. This sump tank change involved removing and replacing both the engine and the sump tank. The aircraft was ready

for test flight by 1430, 12 April. However, weather was not suitable and the test flight was not test flown until 0510, 14 April. The aircraft landed at 0730, was turned around and off on a scheduled mission at 0900, 14 April.

(2) Engines:

(a)

25X1D0g



- (i) Oil consumption during the USCM varied from 2 to 12 quarts. Capacity of oil tanks is 56 quarts.

25X1A6a (c)

25X1A5a1

25X1A5a1

One engine failure was experienced on Number 346, and pilot elected to land at [REDACTED]. This engine is being returned to the [REDACTED] for a complete tear-down inspection.

- (j) Flame-outs. A total of 10 flame-outs were experienced during the USCM as follows:

- 1 Number 348. Two flame-outs occurred while the aircraft was being flown in a wing high-yaw attitude. Pilot experienced a heavy wing due to fuel, and was flying in this condition in an attempt to level the fuel load between the wings. The first flame-out occurred while flying in the wing high attitude. Upon return to the home base and while still at altitude, the same flying attitude was again attempted and the second flame-out occurred. Flying in this condition is believed to have caused starvation of the airducts and the consequent flame-out.
- 2 Number 348. One flame-out occurred over home base while in a 35-degree turn with slight "G". Again this is attributed to duct starvation.
- 3 Number 346. Four flame-outs occurred while engine suffered failure (reference para 1c(2)(c) above). Flame-outs are attributed to engine failure rather than conversely. Reason for failure is as yet undetermined. The engine will be returned to [REDACTED] for overhaul and an evaluation will be made to determine cause of failure.

25X1A6a

4. Number 349 flamed out three times. This was thought to be due to malfunctioning fuel control, which was changed. While setting maximum power after fuel control change, it was discovered that the compressor bleed valve was not sticking at 80%. This condition would cause a high power flame-out at altitude. Bleed valve governor was changed to correct this condition.

(3) Ground Support Equipment. All authorized equipment was in place. The in-commission rate on this equipment averaged 95 per cent during the USCM phase.

i. Assignment and training of maintenance personnel.

- (1) One hundred per cent of authorized personnel are assigned.
- (2) The average experience level of all Lockheed personnel is over 14 years. All personnel have had both factory and field training on the U-2 aircraft. All mechanics are versatile in that they are competent in several specialties, such as airframe, engines, sheet metal, electrical, limited machinists, hydraulics, instruments, and some radio (installation).
- (3) The average experience level of the communications personnel is around eight years. Their experience is extensive in both airborne and ground communications installations, maintenance and repair.
- (4) Hycon (Camera) personnel have a varied experience level. They possess on the average a higher level of formal education. Experience is primarily in production, development and shop work. Practical experience in a line maintenance organization on aircraft is limited. However this lack of practical experience is being rapidly overcome and is not considered serious. Much improvement was noted in this area during the USCM.

j. Supply:

a. Prior to the Unit Simulated Combat Mission, the supply section of Detachment "A" was completely manned according to current non-power authorizations. The activity was well organized and operated effectively during this operation. The personnel assigned possess above average supply experience and are considered capable of supporting the unit's overseas mission.

b. During the USCM, the Special List of Equipment (SLOE) was 100% effective in supporting all requirements of the maintenance and operation activities. The Flyaway Kit Section was rated "Effective," supporting all but one request which was authorized but had not been provided by the aircraft contractor. The item was not of an emergency nature, and the aircraft in commission rate was not affected. During the USCM, 401 total items were requested from the Flyaway Kit Section of which 400 total items or 99% was provided. Based on these factors supply was rated effective.

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ANNEX II

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USCM SCORING GUIDE

[REDACTED] - TECH PAMPHLET 170-1

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6 April 1956

TECHNICAL PAMPHLET)

NUMBER 170-1)

I. INTRODUCTION:

1. This technical pamphlet outlines the system for scoring Unit Simulated Combat Missions for Project AQUATONE units trained under the supervision of the [REDACTED]
25X1C4a

II. NUMERICAL SCORES:

1. Total possible numerical score for a USCM will be 100 points.
Scoring will consider the following items:

- a. Percent of required aircraft airborne on time - - - - - 10 points
- b. Percent of required aircraft effective - - - - - 25 points
- c. Percent of required aircraft completing mission as briefed - 15 points
- d. Percent accomplishment of USCM requirements - - - - - 15 points
- e. Crew Proficiency:
 - (1) Navigation - - - - - 5 points
 - (2) Photo Flight Line Flying - - - - - 25 points
- f. Combat reporting - - - - - 5 points

III. ADJECTIVAL RATING:

1. In addition to the numerical rating, a rating of effective, marginal, or non-effective will be given the following items:

- a. Briefings, de-briefings, and critiques.
- b. Maintenance.
- c. Supply support.

2. Overall unit effectiveness will be expressed as combat ready or non-combat ready.

IV. DEFINITIONS:

1. Required aircraft. That number of sorties directed by Project Headquarters in the Operations Order and other directives. Sorties cancelled by Headquarters will not be considered required. Additional sorties may not be scheduled by the Detachment Commander.

2. Airborne on time. Each sortie must be airborne within one minute of the scheduled time. Aircraft not airborne within this time will be scored as follows:

If inclosure(s) No..... is (are) withdrawn
(or not attached) the classification of this

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correspondence was handled in accordance with AFR 205-1.

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- a. 1 to 2 minutes early or late - - - - - 80%
- b. 2 to 5 minutes early or late - - - - - 70%
- c. 5 to 30 minutes early or late - - - - - 50%
- d. More than 30 minutes early or late - - - - 0%

3. Effective aircraft. Each aircraft will be scored according to the reconnaissance equipment which is operational through-out the mission. Equipment which is non-operational will down-grade the score in accordance with the tables below adjusted for the point in the mission where the failure occurred. If the failure occurs in the first 25% of the photographic portion of the mission, the equipment is considered non-operational for 100% of the mission. If the failure occurs in the second 25%, the equipment is considered non-operational for 75% of the mission. If the failure occurs in the third 25% of the mission, the equipment is considered non-operational for 50% of the mission. If the failure occurs in the last 25% of the mission, the equipment will be considered non-operational for 25% of the mission.

A-1 CONFIGURATION

EQUIPMENT	Periscope	Tracker Camera	Tri-met any camera	24" camera	Rocking Mount
DEGRADATION FACTOR	10%	20%	40%	40%	5%

A-2 CONFIGURATION

EQUIPMENT	Periscope	Tracker	Vertical	L. Oblique	R. Oblique
DEGRADATION FACTOR	10%	25%	30%	30%	30%

4. Completing Mission as briefed. The number of required aircraft which adhered to the complete mission route and profile as outlined in the mission directive, flew the required air miles and landed at the designated landing base. Minimum altitude over enemy territory (Beyond 150 NM radius from home base) will be [REDACTED] ft. If, due to flame-out or other cause, an aircraft descends below this altitude, only fifty percent (50%) credit may be awarded for the first, third, fifth, etc. such aircraft. The second, fourth, etc. aircraft which descends below minimum altitude will receive zero score in this item.

25X1 Dog

5. Accomplishment of USCM requirements. Scoring for this item will be based on the percent of mission requirements completed versus those scheduled for required aircraft. Weight for each training area is:

D/R Legs	Celestial Obs	Flight Lines	Total Possible
25%	20%	55%	100%

If weather precludes scoring of any training accomplishment, down-grading of scores will not result.

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Navigation. Each mission will include two navigation legs. Each leg will be selected
600 NM in length. Dog legs may be included. Termination points will be selected
prior to take-off. The pilot may use any means of navigation except the radio
compass. The pilot will determine and record at least 20 minutes prior to termina-
tion point what his ETA is. This plus the pilot's estimate of the error in
nautical miles at the expiration of the ETA will be reported at de-briefing. At
the expiration of the ETA, the pilot will make a 90° turn to the left or right
and another turn back onto course to show which photograph was made on the ETA.
Tracker camera film will be used to score the navigation legs. If weather pre-
cludes plotting the photography, the leg will be discarded and no points will be
lost or gained. Celestial observations will not be scored for accuracy. In the
event of tracker camera failure, the leg will not be scored. Award of points will
be based on the following table:

0 to 5 NM error - - - - -	5 points
5.1 to 10 NM error - - - - -	4 points
10.1 to 15 NM error - - - - -	3 points
Over 15 NM error - - - - -	0 points

7. Photo Flight Line Flying. Photo results will be scored numerically on
the basis of flight line deviation. In addition, each pilot will be graded as
good, average or poor according to the magnitude of corrections needed on flight
lines and the steadiness of the aircraft during the runs. The film from the
vertical camera and the tracking camera of the configuration used will be used
for scoring. If these are not available due to camera failure, the flight line
will be scored as attempted but rejected. If film cannot be plotted due to
weather, the run will not be scored and no points will be lost. Points will be
awarded in accordance with the following table:

Within 5 NM of flight line over entire line - - - - -	25 points
Within 10 NM of flight line over entire line - - - - -	20 points
Within 14 NM of flight line over entire line - - - - -	15 points
Within 18 NM of flight line over entire line - - - - -	7 points
Over 18 NM from flight line at any point - - - - -	0 points

Flight lines to be scored will be designated prior to take-off.

8. Combat reporting. This item will be scored on the basis of timely
submission of required reports. Points will be scored as follows:

Submitted on time - - - - -	5 points
Up to 20 minutes late - - - - -	4 points
Up to 40 minutes late - - - - -	3 points
Up to 1 hour late - - - - -	2 points
Up to 2 hours late - - - - -	1 point
Over 2 hours late - - - - -	0 points

9. Briefings, de-briefings and critiques.

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a. Briefings will be considered effective if all pertinent information is clearly presented in a logical sequence. Briefings will be considered marginal if USCH umpires are left in doubt as to the conduct of any phase of the mission. A mission with an improper presentation of two or more essential elements will result in the briefing declared non-effective.

b. De-briefings will be considered effective if all pertinent information is obtained from the pilot. Failure to obtain this will result in downgrading to marginal or non-effective, depending on the essentiality of missed items.

c. Critiques will be judged as above with special attention devoted to the thoroughness of the analysis of each important phase of the mission. Items of particular importance are:

- (1) Delays or problems in mission dispatch and reasons therefor.
- (2) Route and profile flown.
- (3) Weather encountered versus briefed.
- (4) Photographic results.
- (5) Position reporting and communications problems, if any.
- (6) Equipment and aircraft malfunction.

10. Maintenance. The following areas will be considered in arriving at the maintenance rating:

a. Maintenance organization. This will include maintenance of aircraft records, supervision and control of personnel assigned and coordination and planning of different sub-sections of the maintenance organization.

b. Planning and coordination between operations and maintenance in preparing for the mission.

c. Number of aircraft required each day versus number provided. This will also include aircraft falling into the categories of late take-off, ground abort and air aborts due to maintenance malfunction.

d. Capability to turn aircraft after an abort or mission, engine changes and servicing of aircraft.

e. General condition of equipment such as ground power, oxygen, aircraft handling equipment, quick engine change kits, built-up engines, and towing equipment.

11. Supply support. The following supply areas will be considered in arriving at the rating given supply support.

a. Number of supply requests made to the flyaway kit versus number of items issued.

b. Completeness of flyaway kit in percent. (Total items authorized versus total items on hand).

c. Completeness of UME in percent. (Total items authorized versus total items on hand.)

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15. Overall unit effectiveness. This item will be scored on the basis of scores achieved in the areas mentioned above plus coordination between elements of the detachment, completeness and serviceability of assigned property, reliability of aircraft and installed equipment, assignment and training status of authorized personnel, and command effectiveness.

V SCORING EXAMPLES:

1. Numerical score:

a. Percent of required aircraft airborne on time.

12 aircraft required
9 aircraft airborne on time
1 aircraft airborne 3 minutes late
1 aircraft airborne 10 minutes late
1 aircraft airborne 1 hour late

$$9 \times 100\% + 70\% + 50\% + 0\% = 1020\% \div 12 = 85\%
85\% \times 10 \text{ points} = 8.5 \text{ points awarded}$$

b. Percent of required aircraft effective.

12 aircraft required
8 aircraft had no equipment failure
1 aircraft had tri-met failure in the third 25% of the mission
1 aircraft had periscope and tracker of A-2 fail right after take-off
2 aircraft had oblique of A-2 fail in second 25% of mission

$$8 \times 100\% + 80\% + 65\% + 2 \times 77.5\% = 1100\% \div 12 = 91.7\%
91.7\% \times 25 \text{ points} = 22.9 \text{ points}$$

c. Percent of required aircraft completing mission as briefed.

12 aircraft required
8 aircraft completed mission as briefed
2 aircraft returned to base by direct route after last flight line
2 aircraft descended below minimum altitude over enemy territory.

$$8 \times 100\% + 2 \times 0\% + 1 \times 50\% + 1 \times 0\% = 850\% \div 12 = 70.8\%
70.8\% \times 15 \text{ points} = 10.6 \text{ points}$$

d. Percent of accomplishments of USCI requirements.

(Items not attainable due to weather have been eliminated from requirements)

D/R Navigation Legs	Scheduled	20	Accomplished	18
Celestial Observations	Scheduled	60	Accomplished	50
Photo flight lines	Scheduled	60	Accomplished	55

$$18 + 20 \times 25\% + 50 + 60 \times 20\% + 55 + 60 \times 55\% = 89.6\%
89.6\% \times 15 \text{ points} = 13.4 \text{ points}$$

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e. Crew proficiency.

(1) D/N Navigation

18 navigation legs scored
5 had error of less than 5 NM
8 had error of more than 5 but less than 10 NM
4 had error of more than 10 but less than 15 NM
1 had error of over 15 NM

$$5 \times 5 + 8 \times 4 + 4 \times 3 = 69 \\ 69 + 18 = 3.8 \text{ points}$$

(2) Photo flight line flying

60 lines scheduled
5 unscorable due to weather
10 rejected due to vertical and tracker cameras failing
20 within 5 NM of line
20 within 10 NM of line
4 within 14 NM of line
1 within 18 NM of line

$$20 \times 25 + 20 \times 20 + 4 \times 15 + 1 \times 7 = 967 \\ 967 + 55 = 17.6 \text{ points}$$

f. Combat reporting.

100 reports required
80 submitted on time
5 submitted 1 to 20 minutes late
5 submitted 21 to 40 minutes late
5 submitted 41 to 60 minutes late
5 submitted 61 to 120 minutes late

$$80 \times 5 + 5 \times 4 + 5 \times 3 + 5 \times 2 + 5 \times 1 = 450 \\ 450 + 100 = 4.5 \text{ points}$$

g. Total numerical score

$$3.5 + 22.9 + 10.6 + 13.4 + 3.8 + 17.6 + 4.5 = 81.3 \text{ points}$$

h. An example of adjectival ratings is not considered necessary.

VI. REORTS:

25X1C4a

At the conclusion of the USCH the Commander [redacted] will submit a report of the results to the Commander in Chief, Strategic Air Command, with information copies of Headquarters, USAF, Project Headquarters and the Detachment Commander. Areas where the numerical score was low or where a rating of less than effective was given will be analyzed so as to highlight deficiencies.

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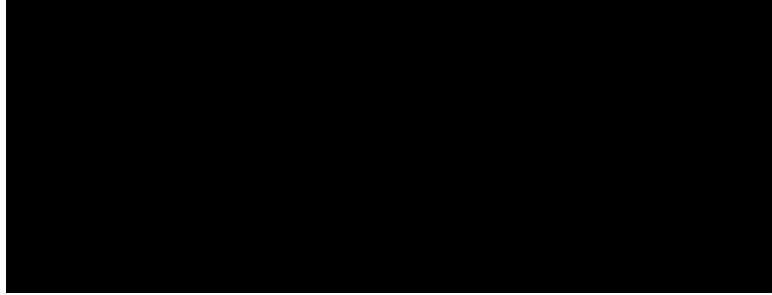
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If appropriate, he will recommend corrective action. He will recommend that the detachment be declared combat ready or, if not, he will outline the additional training or other corrective action considered necessary.

25X1A9a



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TAB

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853285

ANNEX IIINUMERICAL SCORE OF USCM

TAB "A" PERCENT OF REQUIRED AIRCRAFT AIRBORNE ON TIME

TAB "B" PERCENT OF REQUIRED AIRCRAFT EFFECTIVE

TAB "C" PERCENT OF REQUIRED AIRCRAFT COMPLETING MISSION AS
BRIEFED

TAB "D" PERCENT ACCOMPLISHMENT OF USCM REQUIREMENTS

TAB "E" CREW PROFICIENCY

TAB "F" COMBAT REPORTING

TAB "G" SUMMARY OF LOST POINTS

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MESSAGE TO "A"
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MONTH	DAY	TIME	OPERATION	TYPE	DR. LEGS	CURRENT TOTALS		DEPARTURE	PHOTOGRAPH	PERIOD
						SCHED	ACTUAL			
	25X1A9a									
9	2005	27	246	0640	0640	740	740	740	6	7000 Tracking Camera
				0645	0645					600
10	2006	28	247	0645	0645	6450	5450	5450	4	7000 Camera out. 600
				0655	0655					1140 out after 10 min
11	2007	29	248	0731	7422	7425	6445	6445	6	7000
				0731	0731					30 31,200
12	2008	30	249	0610	7422	7420	6440	6440	5	7000
				0610	0610					30,200
13	2009	31	248	0640	0640	7420	7420	7420	5	7000
				0640	0640					30,200
14	APRIL	1	250	0645	0645	7420	7420	7420	5	7000
				0645	0645					30,200
15	2010	2	251	0732	7426	7425	6430	6430	5	7000
				0732	0732					30,200
16	2011	3	252	0645	0645	6430	7430	7430	5	7000
				0645	0645					30,200
17	2012	4	253	0732	7422	7420	5430	5430	5	7000
				0732	0732					30,200
18	2013	5	254	0744	0649	6435	7430	7430	5	7000
				0649	0649					30,200
19	2014	6	255	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
20	2015	7	256	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
21	2016	8	257	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
22	2017	9	CANCELLED DUE TO WEATHER							
23	2018	10	CANCELLED DUE TO WEATHER							
24	APRIL	11	258	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
25	2019	12	259	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
26	2020	13	260	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
27	2021	14	261	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
28	2022	15	262	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
29	2023	16	263	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
30	2024	17	264	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
31	2025	18	265	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
32	2026	19	266	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
33	2027	20	267	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
34	2028	21	268	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
35	2029	22	269	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
36	2030	23	270	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
37	2031	24	271	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
38	2032	25	272	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
39	2033	26	273	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
40	2034	27	274	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
41	2035	28	275	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
42	2036	29	276	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
43	2037	30	277	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
44	2038	31	278	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
45	2039	1	279	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
46	2040	2	280	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
47	2041	3	281	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
48	2042	4	282	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
49	2043	5	283	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
50	2044	6	284	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
51	2045	7	285	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
52	2046	8	286	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
53	2047	9	287	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
54	2048	10	288	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
55	2049	11	289	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
56	2050	12	290	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
57	2051	13	291	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
58	2052	14	292	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
59	2053	15	293	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
60	2054	16	294	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
61	2055	17	295	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
62	2056	18	296	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
63	2057	19	297	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
64	2058	20	298	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
65	2059	21	299	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
66	2060	22	300	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
67	2061	23	301	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
68	2062	24	302	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
69	2063	25	303	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
70	2064	26	304	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
71	2065	27	305	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
72	2066	28	306	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
73	2067	29	307	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
74	2068	30	308	0640	0640	7430	7430	7430	5	7000
				0640	0640					30,200
75	2069	31	309	0730	7426	7420	6430	6430	5	7000
				0730	0730					30,200
76	2070	1	310	0640	0640	7430	7430	7430	5	7000
	</td									

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RECAPITULATION OF ISSUES

25X1C4a

TOTAL ITEMS (OVERALL PERCENTAGE)

RE REQUESTED ISSUED

ISSUED

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ANNEX IV

ADJECTIVE RATING OF USCM

TAB "A"	BRIEFINGS
TAB "B"	DEBRIEFINGS
TAB "C"	CRITIQUES
TAB "D"	MAINTENANCE & SUPPLY SUPPORT

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TAB "A"

BRIEFINGS

Mission Briefings at the beginning of the USCM were rated as marginal. This was the first opportunity that the planning staff of the Detachment had had to organize briefings for simulated combat type missions. Discrepancies and oversights in their early briefings were pointed out. As the USCM progressed the quality of briefings greatly improved and became very thorough and professional. The Intelligence portion of the briefings was especially commendable, simulated profiles were portrayed during each briefing and realistic presentation of simulated enemy order of battle, EW and GCI capabilities lent realism to the USCM.

Effectiveness of the General Briefings was hampered by the lack of current weather information. This information would not arrive from the Weather Central in Washington, D. C. in time for general briefing. This discrepancy was not charged to Detachment "A" but is a discrepancy that should be corrected in future operations. The overall rating for Briefings by the Detachment "A" staff is Effective.

Detailed briefing check lists for each sortie are included as inclusions to this annex.

EYES ONLY

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EYES ONLY

TAB 404

CRITIQUES

Critiques were rated as effective. They were very thorough and comprehensive and all sections were well informed as to just what had occurred on each sortie. Detailed critique check lists are included as inclosures to this annex.

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CONOLIDATED
CRITIQUE CHECK LISTEYES ONLY
B 5328525X1C4a HQ MISSION # 1005, 1006, 1007, 1008
(346) (347) (348) (349)MISSION # 1005, 1006, 1007, 1008

25X1A9a

DATE CRITIQUE

10 April 1956

DATE MISSION April 1956

CRITIQUE

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer			
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained			X (1)
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:			
(a) Route flown compared to briefed route	X		
(b) DR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:			
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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EYES ONLYOVER
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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Pilot Comments	X		
10. Commander's Comments	X		

* Personnel to be present:

- | | | | |
|--------------------------|---|----------------------------|--------|
| (a) Commander | X | (e) Chief of Maintenance | X |
| (b) Pilot | X | (f) Intelligence Officer | X |
| (c) Flight Planning Team | X | (g) Physiological Officer | X |
| (d) Photo Interpreter | X | (h) Electronic Specialists | Absent |

Explain all marginal or non-effective items:

- (1) Electronic specialist absent - no critique.

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

RATING OFFICER

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~~CONFIDENTIAL~~
CRITIQUE CHECK LIST

EYES ONLY

HQ MISSION # 1009 (348) 1010 (348)DATE CRITIQUE 11 April 1966

25X1C4a

MISSION # 1009, 1010

25X1A9a

DATE MISSION 10 April 1966

CRITIQUE

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) IR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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EYES ONLY

TOP SECRET

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Pilot Comments	X		
10. Commander's Comments	X		
* Personnel to be present: (a) Commander <input checked="" type="checkbox"/> (e) Chief of Maintenance <input checked="" type="checkbox"/> (b) Pilot <input checked="" type="checkbox"/> (f) Intelligence Officer <input checked="" type="checkbox"/> (c) Flight Planning Team <input checked="" type="checkbox"/> (g) Physiological Officer <input checked="" type="checkbox"/> (d) Photo Interpreter <input checked="" type="checkbox"/> (h) Electronic Specialists (<i>Late</i>) <input checked="" type="checkbox"/>			
Explain all marginal or non-effective items: <u>Very good critique.</u>			
OVERALL RATING:	X		

RATING OFFICER

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EYES ONLY

25X MISSION # 1011 (349) 1012(346)1013(348)DATE CRITIQUE 12 April 1956MISSION # 1011, 1012, 1013

25X1A9a

PILO

DATE MISSION 11 April 1956

CRIT

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) DR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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EYES ONLY

TOP SECRET

OVER

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
Sanitized - Approved For Release : CIA-RDP33-024			5A000100170004-7
9. Pilot Comments	X		
10. Commander's Comments	X		

* Personnel to be present:

- | | | | |
|--------------------------|---|----------------------------|---|
| (a) Commander | X | (e) Chief of Maintenance | X |
| (b) Pilot | X | (f) Intelligence Officer | X |
| (c) Flight Planning Team | X | (g) Physiological Officer | X |
| (d) Photo Interpreter | X | (h) Electronic Specialists | X |

Explain all marginal or non-effective items:

Excellent Critiq us.

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

RATING OFFICER

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CRITIQUE CHECK LIST

HQ MISSION # 1014 & 1015

DATE CRITIQUE 13 April 1956

5X1C4a

MISSION # 1014

25X1A9a PILOT

DATE MISSION 12 April 1956

CRITIQUING OFFICER

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) IR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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OVER

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Pilot Comments	X		
10. Commander's Comments	X		

* Personnel to be present:

- | | |
|--------------------------|----------------------------|
| (a) Commander | (e) Chief of Maintenance |
| (b) Pilot | (f) Intelligence Officer |
| (c) Flight Planning Team | (g) Physiological Officer |
| (d) Photo Interpreter | (h) Electronic Specialists |

Explain all marginal or non-effective items:

[Large area for handwriting, consisting of approximately 12 horizontal lines.]

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

RATING OFFICER

~~TOP SECRET~~Sanitized - Approved For Release ~~REF ID: A6540001001700047~~
CRITIQUE CHECK LIST

EYES ONLY

HQ MISSION # 1009 (348) 1010 (348)DATE CRITIQUE 11 April 1958

25X1C4

MISSION # 1009, 1010

25X1A9a PI

DATE MISSION 10 April 1958

CRITIQUE

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) DR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight Line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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EYES ONLY

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Pilot Comments	<input checked="" type="checkbox"/>		
10. Commander's Comments	<input checked="" type="checkbox"/>		
* Personnel to be present: (a) Commander <input checked="" type="checkbox"/> (e) Chief of Maintenance <input checked="" type="checkbox"/> (b) Pilot <input checked="" type="checkbox"/> (f) Intelligence Officer <input checked="" type="checkbox"/> (c) Flight Planning Team <input checked="" type="checkbox"/> (g) Physiological Officer <input checked="" type="checkbox"/> (d) Photo Interpreter <input checked="" type="checkbox"/> (h) Electronic Specialists (Late) <input checked="" type="checkbox"/>			
Explain all marginal or non-effective items: <u>Very good critique.</u>			
OVERALL RATING:	<input checked="" type="checkbox"/>		

RATING OFFICER

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EYES ONLY

TAB "D"

MAINTENANCE AND SUPPLY SUPPORT

The maintenance and supply support is rated overall effective. As may be noted by the inclosed daily reports some areas were marginal in the initial phases. These marginal areas were quickly corrected and brought up to an effective operation as the USCM progressed.

EYES ONLY

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EYES ONLY

Sanitized - Approved For Release : CIA-RDP33-024A000400170004-7
MATERIEL CHECK LIST

DATE: 0001 - 2400, 9 April 1956

W 5 3 2 8 5

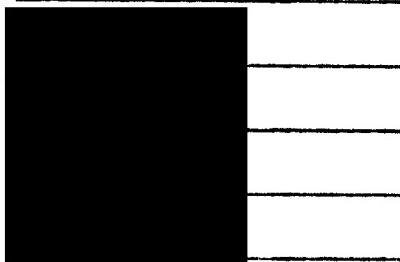
ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering			
(a) Maintenance Organization	X		
(b) Planning & Coordination between Operations & Maintenance		X	
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line items requested versus issues	X		
(b) Number of total items requested versus issue	X		

Explain all marginal or non-effective items:

See attached remarks. This report on the first days Material areas is made in considerable detail to acquaint the Commander. Subsequent report will not be in this detail.

OVERALL RATING:	EFFECTIVE	MARGINAL	NON-EFFECTIVE
[REDACTED]		X	

25X1A9a



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EYES ONLY

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EYES ONLY

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~~MATERIEL CHECK LIST~~

B 5 3 2 8 5

DATE: 0001 - 2400, 10 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering			
(a) Maintenance Organization		X	
(b) Planning & Coordination between Operations & Maintenance		X	
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line items Requested versus issues	X		
(b) Number of total items requested versus issues	X		

Explain all marginal or non-effective items:

Marginal ratings are explained on the attached sheets.

OVERALL RATING:	EFFECTIVE	MARGINAL	NON-EFFECTIVE
		X	

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REMARKS

1. Maintenance - Engineering.

a. Maintenance Organization.

(1) Aircraft records. Maintenance of aircraft records is marginal. This rating is given because of improper and inadequate maintenance of DD Form 781-2. Inspections on airframe and engines are not aligned, proper entries indicating complete corrective action are not made in all cases, daily 781-2's are not completed and turned in promptly, and significant discrepancies found during pre-flight inspections are not recorded or corrective action shown. The attitude of crew-chiefs in regard to maintenance of DD Form 781 is good. Additional instruction is needed in this area. Other records are effective, modification records have been brought up to date and all engineering changes have been complied with.

(2) Supervision and control of personnel.

25X1A5a1 (a) Supervision and control of [redacted] personnel is effective. Much improvement has been shown in this area, a personnel locator board, showing crew and all personnel assignments is in use. Daily roll calls are held and personnel accounted for. Work assignments are made by the maintenance supervisor.

25X1A5a1 (b) Supervision and control of [redacted] personnel is rated as marginal. This rating is given in that it is difficult to locate key personnel, to determine when work requirements will be accomplished on aircraft.

(c) Communications. For today's operation this area is considered marginal. Just prior to takeoff on A/C 346 the [redacted] went out. A communications man was available, however the communications building

25X1D0a 25X1A5a1
25X1D0a with a spare [redacted] was locked. [redacted] personnel drew another spare from the FAK and made the change within 10 minutes, allowing the aircraft to get off on time.

(3) Coordination and planning of maintenance sub-sections is marginal. While all aircraft got off on scheduled time, considerable room for improvement exists in this area. Aircraft status reporting has improved, but is still very slow and somewhat inaccurate. The aircraft status board, showing in or out is not kept current. AF 110 status, over 24 hour period is not kept current during the day. The [redacted] maintenance supervisor distributes flying schedules and coordinates work accomplish-

25X1A5a1

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25X1A5a1

ment with maintenance sub-sections. There appears to be considerable delay in work accomplishment and reporting by [redacted] personnel.

b. Planning and coordination between operations and maintenance in preparing for the mission is rated as marginal. As may be noted from Inclosure #1, sortie requirements for 9 April were received 8 April at 1835. The published flying schedule was picked up by the maintenance supervisor at 0445 and disseminated by 0450, 9 April. Aircraft would not have been prepared in time to meet sortie requirements if the maintenance supervisor had not obtained verbal information and estimated for various sortie requirements. Information received at such late times would make continuous operation questionable and with little or no room for error or maintenance difficulties.

c. Number of aircraft required each day versus number provided is rated effective. Four (4) aircraft were required, four (4) furnished and four (4) in-commission. There were no ground aborts. Of the four (4) airborne one (1) (349) was considered an air abort due to complete failure of reconnaissance equipment. Two (2) others (346 & 347) were partial effective due to failure of cameras. Inclosure #2 is a chart which provides a visual presentation of aircraft status and aborts, together with a detailed listing of discrepancies and corrective action taken for each aircraft.

d. Capability to turn aircraft around after a mission or abort is rated as effective. As may be noted from Inclosure #3, airframe and engine discrepancies were minor on all aircraft. Aircraft Nos 346 and 343 were left in commission in that all discrepancies were corrected during the pre-flight period in a very short time after landing. Aircraft Nos 347 and 349 were called out of commission upon landing for repair of special equipment. These two latter aircraft were still out of commission at 2400. It should be noted that the daily AF Form 110 showed 100% in commission. This was true for the airframe and engine but not the for special equipment installed. Since this equipment was out and being worked on, the aircraft could not execute their mission and this condition should have been so reflected on the AF 110.

e. The general condition of ground support equipment is rated effective. As may be noted from Inclosure #4, "Daily Status of Support Equipment" all ground powered equipment was in 100% of the time, except for one MA-2 for one hour. Three QEC's were completely built-up on three engines except for two minor parts. There two parts could be obtained from any repairable power pack upon removal, and would cause no delay in engine change. These parts are on order. The overall rating because of the maintenance organization is marginal. This rating is given because of the several marginal conditions stated above. It is the opinion of the undersigned that with concentrated effort to improve the marginal areas indicated, it would not be too difficult to bring the maintenance operation up to an effective rating.

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2. Supply Support

- a. Flyaway Kit Line Items Requested - 19
Flyaway Kit Line Items Supplied - 19
- b. Flyaway Kit Individual Items Requested - 38
Flyaway Kit Individual Items Supplied - 38

5 Incls:

- 1. Planning and Coordination Between Operations and Maintenance
- 2. Nr of A/C and/or Aborts
- 3. Daily Status of Supp Equip
- 4. Recapitulation of Issues (Line Items)
- 5. Recapitulation of Issues (Individual Items)

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Planning and Coordination Between Operations and Maintenance

Date 8 - 9 Apr 56

Sortie Requirement Rec'd on Station		Sortie Requirement Furn to Maint		Maint Branches Notified and Time Ready							
Date	Time	Date	Time	Crew Time Not	Crew Ready	Special Time Not	Equip Ready	Operations Time Not	Operations Ready	Aircraft Time Ready	Made Ready
8 Apr	1835	9 Apr	0445	9 Apr	0450	9 Apr	0450	9 Apr	0450	9 Apr	0600
1. The above dates and times represent the times at which the published flying schedule was received and disseminated. Advance verbal information was obtained, and estimates of take off times made so as to prepare aircraft for take-off. This verbal information is as follows:											
a. Special equipment people notified of camera configurations @ 1920, 8 April on 346 & 347, They were notified of camera configurations @ 2045, 8 April on 348 and 349.											
b. Notifications of take-off time of 0648, 9 Apr received from operations at 1920, 8 April.											
2. Take-off times duration, and fuel loads obtained on 347, 348 & 349 at 0445. This formal information was posted on maintenance scheduling board and disseminated to maintenance sub-sections.											

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RECAPITULATION OF ISSUES

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VITAMIN E

PERIOD

9 April 56 100%

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REMARKS

185

1. Maintenance - Engineering

a. Maintenance Organization.

25X1A5a1

(1) Aircraft records. Maintenance of aircraft records is marginal. Considerable improvement has been made since the first report in making required entries and showing corrective action taken. Work accomplished by [redacted] personnel is recorded on DD 781-2 by the crew chief or not at all.

25X1A5a1

(2) Supervision and control of personnel.

25X1A5a1

(a) [redacted] - effective.

25X1A5a1

(b) [redacted] - is raised to effective. It appears that [redacted] personnel are being directed and controlled in their work assignments. Some of the assigned personnel, while experienced in their field, have not worked on aircraft before this assignment. Increased experience should reduce these deficiencies.

25X1A5a1

(3)

Coordination and planning by [redacted] and Communications personnel is effective. Maintenance of aircraft status is improving except for [redacted] personnel make no reports of work accomplishments to the maintenance supervisor. Reports, if any, are made to the crew chief when available. [redacted] coordination and planning is rated as non-effective, so far as keeping the maintenance supervisor informed is concerned. Because of this non-effective condition the overall rating for maintenance organization is considered marginal.

25X1A5a1

b. Planning and coordination between operations and maintenance in preparing for the mission is rated as marginal. (Incl #1) Much useful information and coordination is obtained at the daily scheduling meeting. Verbal information continued to be disseminated during the evening. However, the published schedules did not reach the maintenance supervisor until 0400 or [redacted] and communications until 1600.

c. Number of aircraft required versus number provided is rated effective. The AF 110 in-commission rate for the 24 hour period was 75%. (Incl #2)

d. Capability to turn aircraft around after a mission or abort is rated effective. (Incl #2)

e. The general condition of ground support equipment is rated effective. (Incl #3)

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EYES ONLY

2. Supply Support:

- a. Flyaway Kit Line Items Requested - 16
Flyaway Kit Line Items Supplied - 15
- b. Flyaway Kit Individual Items Requested - 60
Flyaway Kit Individual Items Issued - 59

5 Incls:

- 1. Planning & Coordination Between Operations and Maintenance
- 2. Nr of A/C and/or Aborts
- 3. Daily Status of Supp Equip
- 4. Recapitulation of Issues (Line Items)
- 5. Recapitulation of Issues (Individual Items)

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9-10 Apr 56

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The above times represent the actual times when published schedules were received.

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RECAPITULATION OF ISSUES

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PERIOD	SECTION	ISSUE STATUS																	
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90
10 APR 1966	xx																		

REQUESTED

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EYES ONLY

MATERIEL CHECK LIST

DATE: 0001 - 2400, 11 April 1956

B-6

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering	X		
(a) Maintenance Organization	X		
(b) Planning & Coordination Between Operations & Maintenance	X		
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line item requested versus issues	X		
(b) Number of total item requested versus issue	X		

Explain all marginal or non-effective items:

a. Maintenance Organization is rated effective. While there has been much improvement in aircraft records maintenance, continued emphasis in this area, especially by [redacted] personnel is still required.

b. [redacted] coordination and planning is improving and is rated as marginal.

c. Definite corrective action has been taken in planning and co-ordination between operations and maintenance and is rated effective.

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

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MATERIAL CHECK LIST (CONT)

- d. The AF 110 in-commission rate for 0001 - 2400, 11 April was 64.58%
- e. Supply Support.
 - (1) Flyaway Kit Line Items Requested - 18
Flyaway Kit Line Items Supplied - 18
 - (2) Flyaway Kit Individual Items Requested - 218
Flyaway Kit Individual Items Issued - 218

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11 April 1956

1805	18 Apr	0130	11 Apr	Date	10 Apr	0135	10 Apr	2230	10 Apr	0435	10 Apr	0200	10 Apr	0335	10 Apr	0330	10 Apr	0430	10 Apr	0545	10 Apr
1805	18 Apr	0130	11 Apr	Date	10 Apr	0135	10 Apr	2230	10 Apr	0435	10 Apr	0200	10 Apr	0335	10 Apr	0330	10 Apr	0430	10 Apr	0545	10 Apr
1805	18 Apr	0130	11 Apr	Date	10 Apr	0135	10 Apr	2230	10 Apr	0435	10 Apr	0200	10 Apr	0335	10 Apr	0330	10 Apr	0430	10 Apr	0545	10 Apr
1805	18 Apr	0130	11 Apr	Date	10 Apr	0135	10 Apr	2230	10 Apr	0435	10 Apr	0200	10 Apr	0335	10 Apr	0330	10 Apr	0430	10 Apr	0545	10 Apr
1805	18 Apr	0130	11 Apr	Date	10 Apr	0135	10 Apr	2230	10 Apr	0435	10 Apr	0200	10 Apr	0335	10 Apr	0330	10 Apr	0430	10 Apr	0545	10 Apr

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RECAPITULATION OF ISSUES

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FLYAWAY KIT

SECTION

15 30

45 75 90

120 135 150 165

170 185 190 205

210 225 230 245

260 275 280 295

INDIVIDUAL TUES

PERIOD

11 April 56 2000

REQUESTED

ISSUED

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AIR FORCE - HQ 15AF, MARCH 7089

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MATERIEL CHECK LIST

DATE: 0001 - 2400, 12 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering			
(a) Maintenance Organization	X		
(b) Planning & Coordination between Operations & Maintenance	X		
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line items requested versus issues	X		
(b) Number of total item requested versus issue	X		

Explain all marginal or non-effective items:

- a. Maintenance of aircraft records continues to improve. However, emphasis needs to be placed on obtaining complete and concise remarks from pilots in DD Forms 781-2 to insure that complete and thorough maintenance is performed.
- b. Coordination and planning between [REDACTED] and the Maintenance supervisor continues to improve.

25X1A5a1

OVERALL RATING:	EFFECTIVE	MARGINAL	NON-EFFECTIVE
	X		

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MATERIAL CHECK LIST (CONT'D)

- c. In-commission rate, reported on AF Form 110 was 75%.
- d. Supply Support:
 - (1) Flyaway Kit Line Items Requested - 6
Flyaway Kit Line Items Issued - 6
 - (2) Flyaway Kit Individual Items Requested - 9
Flyaway Kit Individual Items Issued - 9

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EYES ONLY

12 April 1956

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2200

2230

0130

2230

2300

11 Apr

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RECAPITULATION OF ISSUES

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The image shows a large grid of squares on graph paper. The vertical axis on the left is labeled "LINE ITEMS" at the top and "DNA WAX KIT" at the bottom. The horizontal axis at the top has numerical labels from 5 to 95 in increments of 5. A thick black rectangular redaction box covers the top-left portion of the grid.

PERIOD 12 April 56 100%

ISSUED [REDACTED]

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AIR FORCE - HQ 15AF, MARCH 7089

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RECAPITULATION OF ISSUES

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INDIVIDUAL ITEMS

FLYAWAY KIT

SECTION

PERIOD
12 April 56 100%

100

95

90

85

80

75

70

65

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UNIT

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REQUESTED

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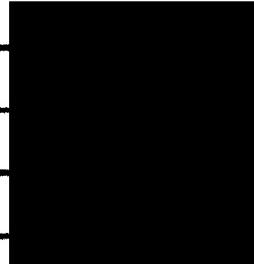
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~~MATERIEL CHECK LIST~~DATE: 0001 - 2400, 14 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering			
(a) Maintenance Organization	X		
(b) Planning & Coordination between Operations & Maintenance	X		
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line items requested versus issued	X		
(b) Number of total items requested versus issued	X		
Explain all marginal or non-effective items:			
a. Maintenance of aircraft records continues to improve. However, additional instruction on forms maintenance should be provided by supervisory personnel.			
b. The AF Form 110 incompletion rate for 13 and 14 April was 50 percent.			
c. Supply Support.			
(1) Flyaway Kit Line Items Requested - 0	See Attachment #4		
(2) Flyaway Kit Line Items Supplied - 0	See Attachment #4		
(2) Flyaway Kit Individual Items Requested - 0	See Attachment #5		
Flyaway Kit Individual Items Issued - 0	See Attachment #5		
OVERALL	EFFECTIVE	MARGINAL	NON-EFFECTIVE
	X		

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11 Apr 56

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Record Branches Requested and Time Received						
Date	Initial	Special Equip.	Arrived	Transferred	Trans. Awaiting	Media Ready
1845	15 Apr	1130	1135	1800	1800	0845
Apr						

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430 APPROVAL DATE OF 163010

~~JOURNAL~~

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5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

PERIOD
1966
1965

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RECORDED ON APRIL 14 1966

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CONSOLIDATED

EYES ONLY

MISSION BRIEFING CHECK LIST

HQ. MISSION # 1005 & 1006

25X1A9a

MISSION # 1005 & 1006

BRIEF

DATE MISSION 9 April 1956

ITEM	EFFECTIVE	MARGINAL	INC-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission		X (1)	
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:			
(a) DR Legs		X (2)	
(b) Celestial Shots			
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing			X (3)
10. Weather: Route, Alternates & Destination, etc.			X (4)
11. Communications, Channelization, reporting	X		
12. Emergency Briefing:			
(a) Ground Aborts			
(b) Air Aborts (Return Routes) Abort Bases		X (5)	
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(e) Debriefing			

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EYES ONLY

OVER ---

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions			
14. Briefing Duration		X (6)	
15.			
16.			
17.			

* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

1. Purpose was mainly to test Unit & Staff as well as items mentioned.

2. Explanation of how to terminate Navigation Legs inaccurate.

Film supply not definitely stated.--No mention of what to do in event of malfunction. -- Photo Briefer should cover all items and be qualified to answer technical questions.

4. No weather briefing due to communications failure.

5. No reference made to required call to [redacted] or to return routes and altitudes.

6. Briefing too long and interfered with next one.

OVERALL RATING:	EFFECTIVE	MARGINAL	NON-EFFECTIVE
		X	

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EYES ONLY

MISSION BRIEFING CHECK LISTHQ. MISSION # 1007

PILOT

285

25X1A9a

BRIEFER

25X1C4a

MISSION # 1007DATE MISSION 9 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time			X (1)
2. Roll Call & Security Classification	X		
3. Purpose of Mission		X (2)	
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:			
(a) DR Legs	X		
(b) Celestial Shots		X (3)	
(c) Use Radio Compass		X (4)	
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing			X (5)
10. Weather: Route, Alternates & Destination, etc.			X (6)
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:			
(a) Ground Aborts			
(b) Air Aborts (Return Routes) Abort Bases		X (7)	
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing			

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~~TOP SECRET~~

EYES ONLY

OVER ---

ITEM EFFECTIVE MARGINAL NON-EFFECTIVE

13. (d) Critique X

(e) Flying Safety X

(f) Questions

14.

15.

16.

17.

* Following listed personnel must be present:

(a) Participating Pilot X

(b) Flight Planning Team X

(c) Weather Officer X

(d) Photo Section Representative X

(e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

1. Started late due to first briefing running long.

2. No mention of testing overall Unit and Staff.

3. Incomplete information on how to record celestial information.

4. Did not mention that radio compass could be used except on navigation legs.

5. Film supply not definitely stated.--No mention of what to do in event of malfunction. -- Photo briefer should cover all items and be qualified to answer technical questions.

6. No weather briefing. -- Communications failure.

7. No reference made to required call to [redacted] or return routes and altitudes.

EFFECTIVE MARGINAL NON-EFFECTIVE

OVERALL RATING: X

25X1A2g

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CONSOLIDATED MISSION BRIEFING CHECK LIST 25X1A9a

EYES ONLY

HQ. MISSION # 1008

PROJECT

MISSION # 1008

TYPE

DATE MISSION 2 April

TIME

ITEM	APPLICABLE	MARGINAL	NON-APPLICABLE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission		X (1)	
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:			
(a) DR Legs	X		
(b) Celestial Shots			
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing			X (2)
10. Weather: Route, Alternates & Destination, etc.			X (3)
11. Communications, Channelization, reporting	X		
12. Emergency Briefing:			
(a) Ground Aborts			
(b) Air Aborts (Return Routes) Abort Bases		X (4)	
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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EYES ONLY

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ITEM

MARGINAL NON-EFFECTIVE

13. (d) Critique

(e) Flying Safety

(f) Questions

14.

15.

16.

17.

* Following listed personnel must be present:

(a) Participating Pilot (b) Flight Planning Team (c) Weather Officer (d) Photo Section Representative (e) Intelligence Officer

* Explain all Marginal and/or Non-effective Items:

(1) Same as earlier briefings.

(2) Same as earlier briefings.

(3) Same as earlier briefings.

(4) Same as earlier briefings.

EFFECTIVE MARGINAL NON-EFFECTIVE

OVERALL RATING:

~~TOP SECRET~~

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EYES ONLY

MISSION BRIEFING CHECK LIST 25X1A9a

HQ. MISSION # 1009

PILOT

25X1C4a

MISSION # 1009

BRIEF

DATE MISSION 10 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.			X
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) Debriefing			

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EYES ONLY

TOP SECRET

ITEM	EFFECTIVE NATIONAL BUDGET FIVE
13. (d) Critique	X
(e) Flying Safety	X
(f) Questions	X
14.	
15.	
16.	
17.	

* Following listed personnel must be present:

- (a) Participating Pilot X
 - (b) Flight Planning Team X
 - (c) Weather Officer X
 - (d) Photo Section Representative X
 - (e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

(1) Weather rated non-effected due to weather not arriving from Washington Weather Central till 10 minutes prior to briefing time. However a complete weather briefing was given using [REDACTED] weather. Unit not downgraded due to this item, however, system must be corrected.

OVERALL RATING:

1

~~TOP SECRET~~Sanitized - Approved For Release CIA-RDP33-0241A00101700001
MISSION BRIEFING CHECK LISTEYES ONLY 10 JUN 1985
25X1A9aNO. MISSION # 1010

P/T

MISSION # 1010

D/P/C

DATE MISSION 10 April 1956

ITEM	DEFINITIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:			
(a) DR Legs	X		
(b) Celestial Shots	N/A		
(c) Use Radio Compass			X
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.			X
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:			
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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EYES ONLY

~~TOP SECRET~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (a) Critique	X		
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

(1) Use radio compass non-effective in that its use was not mentioned in any way

for [REDACTED]

(2) Weather rated non-effective due to weather not arriving from Washington Weather Central till 10 minutes prior to briefing time. However a complete weather briefing was given using [REDACTED] Weather. Unit not downgraded due this item however, system must be corrected.

EFFECTIVE MARGINAL NON-EFFECTIVE

OVERALL RATING:

~~TOP SECRET~~Sanitized - Approved For Release CIA-RDP33-02415A000400170004
MISSION BRIEFING CHECK LIST

EYES ONLY

25X1A9a

HQ. MISSION # 1011 (349) 1012 (346)

PILOT [REDACTED]

MISSION # 1011, 1012

BRIEF [REDACTED]

DATE MISSION 11 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	N/A		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.	*X		X (1)
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts		X (2)	
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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EYES ONLY

~~TOP SECRET~~

ITEM	EFFECTIVE MARGINAL NON-EFFECTIVE
13. (d) Critique	X
(e) Flying Safety	X
(f) Questions	X
14.	
15.	
16.	
17.	

* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

* (1) Weather briefing comprehensive but latest information not available. Weather information not received from Weather Central in time for briefing. This is included to reflect a deficiency in coordination and Detachment "A" will not be downgraded on this item.

(2) Ground abort instructions vague, not mentioned if spare aircraft available.

EFFECTIVE MARGINAL NON-EFFECTIVE
OVERALL RATING: X

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~~MISSION BRIEFING CHECK LIST~~~~EYES ONLY~~

25X1A9a

HQ. MISSION # 1013 (348)

PILOT

MISSION # 1013

BRIEFING

DATE MISSION 11 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.	*X		X (1)
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases		X (2)	
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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OVER ---

ITEM

EFFECTIVE MARGINAL NON-EFFECTIVE

13. (d) Critique X

(e) Flying Safety X

(f) Questions X

14.

15.

16.

17.

* Following listed personnel must be present:

(a) Participating Pilot X

(b) Flight Planning Team X

(c) Weather Officer X

(d) Photo Section Representative X

(e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

*(1) Weather briefing comprehensive but latest information not available.

Weather information not received from weather central in time for

briefing. This is included to reflect a deficiency in coordination

and Detachment "A" will not be downgraded on this item.

(2) Briefing Officer did not have alternate airfields firmly in mind and

was hesitant in his presentation of available fields.

EFFECTIVE MARGINAL NON-EFFECTIVE

OVERALL RATING: X

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MISSION BRIEFING CHECK LIST

25X1A9a

HQ. MISSION # 1014 (349)

PILOT

MISSION # 1014

BRIEFING

DATE MISSION 12 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.	X		
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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EFFECTIVE / INICIAL / NO-EFFECTIVE

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions			
14.			
15.			
16.			
17.			

* Following listed personnel must be present:

- (a) Participating Pilot X
 - (b) Flight Planning Team X
 - (c) Weather Officer X
 - (d) Photo Section Representative X
 - (e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

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CONSOLIDATED

~~EYES ONLY~~

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HQ. MISSION # 1015 (348)PILOT _____
25X1A9aMISSION # 1015

BRIEFING C _____

DATE MISSION 12 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.	X		* Note
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Cil etc.	X		
13. Announcements:	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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OVER

13. (d) Critique	X
(e) Flying Safety	X
(f) Questions	X
14.	
15.	
16.	
17.	

* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

*NOTE: Weather Central forecast did not arrive in time for briefing.

Excellent Briefing.

~~TOP SECRET~~Sanitized - Approved For Release CIA-RDP33-02415A000100170004-7
~~MISSION BRIEFING CHECK LIST~~~~EYES ONLY~~

25X1A9a

HQ. MISSION # 1016 (348)

PILOT

25X1C4a

MISSION # 1016

BRIEFER

DATE MISSION 13 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification		X (1)	
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X (2)		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X (3)		
9. Photo Equipment Briefing		X (4)	
10. Weather, Route, Alternates & Destination, etc.	X (5)		
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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~~EYES ONLY~~~~TOP SECRET~~

OVER

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions	X		
14. Emergency return route & altitude	X		
15.			
16.			
17.			

* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative Late
- (e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

(1) Photo representative 7 minutes late.
(2) Excellent briefing by [REDACTED]
(3) Excellent briefing by Intelligence.
(4) Photo briefing somewhat hesitant and confusing. Should use briefing aid(s) which show size of film, coverage etc.
(5) Excellent briefing by weather.
(6) Some briefing personnel keep looking at map boards or places other than the audience.
EFFECTIVE MARGINAL NON-EFFECTIVE
OVERALL RATING: X

~~TOP SECRET~~~~EYES ONLY~~Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7
~~MISSION BRIEFING CLOCK LINE~~

25X1A9a

HQ. MISSION # 1017 (349)

13-1

MISSION # BRIEFING OFFICER DATE MISSION 13 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-INITIATIVE
1. Briefing Commence On Time	Mission cancelled prior to		
2. Roll Call & Security Classification	briefing due to weather.		
3. Purpose of Mission			
4. Mission Time Schedules & A/C Assignment			
5. Route and Targets			
6. Navigation Briefing:			
(a) DR Legs			
(b) Celestial Shots			
(c) Use Radio Compass			
7. Specialized Target Briefing			
8. Intelligence Briefing			
9. Photo Equipment Briefing			
10. Weather: Route, Alternates & Destination, etc.			
11. Communications, Channalization, reporting			
12. Emergency Briefing:			
(a) Ground Aborts			
(b) Air Aborts (Return Routes) Abort Bases			
(c) Communications Failure			
(d) Aircraft Systems, Oil etc.			
13. Announcements:			
(a) Messing			
(b) Specialized Target Briefing			
(c) De-briefing			

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~~EYES ONLY~~~~TOP SECRET~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique			
(e) Flying Safety			
(f) Questions			
14.			
15.			
16.			
17.			

* Following listed personnel must be present:

- (a) Participating Pilot
 - (b) Flight Planning Team
 - (c) Weather Officer
 - (d) Photo Section Representative
 - (e) Intelligence Officer

* Explain all Marginal and/or Non-effective Items:

~~TOP SECRET~~

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~~EYES ONLY~~HQ, MISSION # TON 348

25X1A9a

25X1C4a MISSION # 1018DATE MISSION 14 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather, Route, Alternates & Destination	X		
11. Communications, Channalization, reporting etc.	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes)	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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~~EYES ONLY~~~~TOP SECRET~~

ITEMS		EFFECTIVE	MARGINAL	NON-EFFECTIVE
13.	(d) Flying Qualities			
13.	Approved For Release : CIA-RDP33-02415A000100170004-7 Sanitized by [redacted]			
	(e) Flying Safety	X		
	(f) Questions	X		
14.				
15.				
16.				
17.				

* Following listed personnel must be present:

- (a) Participating Pilot X
 - (b) Flight Planning Team X
 - (c) Weather Officer X
 - (d) Photo Section Representative X
 - (e) Intelligence Officer LATE

* Explain all Marginal and/or Non-effective Items:

OVERALL RATING:

EFFECTIVE

MARGINAL

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SCORING OFFICER

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~~EYES ONLY~~

25X1A9a

25X1C4S~~SION # 1019 (347)~~

MISSION #

PRT/P

DATE MISSION: 14 April 1956

ITEM	REFLEX EYES	VACUUM	NON-EFFECTIVE
1. Briefing Commence on Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing	X		
(a) DR Legs	X		
(b) Celestial Shots	N/A		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather; Route, Alternates & Destination	X		
11. Communications Channalization, reporting etc.	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes)	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Message	N/A		
(b) Specialized Target Briefing	X		
(c) Debriefing	X		

ITEMS	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7			
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer X

* Explain all Marginal and/or Non-effective Items:

(1) Briefing Start 1 min early

OVERALL RATING:	EFFECTIVE	MARGINAL	NON-EFFECTIVE
	X		

SCORING OFFICER

~~TOP SECRET~~

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~~EYES ONLY~~

TAB "G"

SUMMARY OF

LOST POINTS



~~EYES ONLY~~

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~~TOP SECRET~~

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

~~EYES ONLY~~

POINTS LOST SUMMARY

TAB "A" - Aircraft On Time:

1. All aircraft were airborne on time with the exception of Sortie number 1009. A Hydraulic leak was discovered in the speed brake actuator at station time. This discrepancy was corrected and take off was 1 minute 20 seconds late.

TAB "B" - Percent Aircraft Effective:

1. On Sorties number 1005 and 1006, the 70MM tracking camera and 24" camera were inoperative. Points were assessed in accordance with ground rules specified in paragraph IV3, of Technical Pamphlet 170-1. (See Annex II).

2. On Sortie 1007 the 6" vertical camera was out and on Sortie 1008 all cameras were inoperative.

3. On Sortie 1011, the 70MM tracking camera and the Tri-Net became inoperative in the latter part of the mission.

4. On Sortie 1012 the 24" right oblique camera was inoperative.

5. Sortie 1014 had the 24" vertical camera fail.

TAB "C" - Percent Aircraft Completing Mission as Briefed:

1. Sortie number 1010 received no credit for completing mission as briefed the aircraft Air Aborted because of fuel pump failure.

25X1A6a

2. Sortie number 1012 encountered engine trouble and landed at [REDACTED] This sortie was not awarded any points for flying mission as briefed.

3. Sorties number 1013 and 1014 experienced flame-outs and were assessed points in accordance with ground rules specified in paragraph IV 4, of the scoring pamphlet.

TAB "D" - Percent Accomplishments of USNM: (Requirements)

1. Sortie number 1006 lost points in this area, points were assessed for not completing a 360° turn at the termination of a navigation leg. This was required in order to score the leg.

2. Sortie number 1009 was assessed points for not obtaining the scheduled number of celestial observations. Ten (10) were required and nine (9) were obtained.

~~TOP SECRET~~

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~~EYES ONLY~~

~~TOP SECRET~~

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~~YES ONLY~~

3. Sortie number 1010 experienced fuel pump failure and did not receive any points in this scoring area.

25X1A6a

4. Sortie 1012 landed at [REDACTED] and was awarded $\frac{7}{8}$ points (90%) for accomplishing USCN requirements.

TAB "E" - Crew Proficiency:

1. Navigation: The navigation on the USCN was excellent, the only major deviation from briefed course occurred when the pilot was distracted because of engine flame-out. The points lost in this scoring area were due to the pilot failing to comply with specified ground rules, (i.e.) a 360° turn was not accomplished at the termination of the designated leg. This was necessary in order to check the ETA at termination of the leg.

2. Photo Flight Line Flying: After reviewing the vertical film obtained on the designated flight lines, it was apparent that the overall ability of Detachment "A" pilots to fly flight lines ranged from good to excellent. The total score in this area suffered due to the complete camera failure on sortie number 1008.

TAB "F" - Combat Reporting:

1. Points were deducted in this area for reports not being submitted within the specified time. Combat Reports analysis sheets for each sortie scheduled are included as attachments to this annex.

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~~YES ONLY~~

~~TOP SECRET~~

TAB

~~EYES ONLY~~

~~TOP SECRET~~

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B53285

TAB "F"

COMBAT'S REPORTS

TOTAL POINTS POSSIBLE - 5.0

TOTAL POINTS GAINED - 4.0



~~TOP SECRET~~

~~EYES ONLY~~

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25X1A9a

USCM-COMBAT REPORTS

DATE: 9 April 1956

OPERATIONS ORDER NO.

A-1005

CREW NO. [REDACTED]

REPORTS (WHEN REQUIRED)	REQUIRED YES NO	DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED	
			ON TIME (5)	LATE 0-20' (4)	LATE 21-40' (3)	LATE 41-60' (2)	LATE 61-20' (1)			
1. INITIAL REPORT (Each Mission)	X	6 hours Prior T.O.	5						5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)	X	Immediately if P.O. delayed 1 hour							0	0
3. DEPARTURE REPORT (Each Mission)	X	IMMEDIATELY After T.O.	5						5	5
4. ALERT REPORT (Each aborted mission)	X	Immediately after ldg or word that A/C is ret'd							0	0
5. ENDING REPORT (Each Mission)	X	Immediately after ldg			3				5	3
6. PROGRESS REPORT (Receipt of A/C posi- tion or change fit plan)	X	X	Immediately upon receipt of informa- tion							0
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)	X	Immediately posi- tive info A/C last or tot fuel time plus 1 hour							0	0
8. SORTIE REPORT (Each Mission)	X	2 hr after A/C lands	4						5	4
9. CONTAINERS MISSION REP (Each Mission)	X	45 hrs after A/C lands							5	5
10. NAVIGATION REPORT (Each Mission)	X	45 hrs after A/C lands							5	5
11. TAKE REPORT (Each Shot take Mat)	X	Immediately after shipment			2			5	5	2
12. TARGET REPORT (On req from Proj Hq)	X	2 hrs after 3" Trig Film Dev.						5	0	0
13. MISSION WK REPORT (Each Mission incldg)	X	2 hrs after 3" Trig Film Dev.						5	5	5

*Bi-hourly reports to follow for 24 hours.

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CIA-RDP33-02415A000100170004-7

~~EYES ONLY~~

TOTAL POSSIBLE

TOTAL POSSIBLE

TOTAL POSSIBLE

~~TOP SECRET~~

~~TOP SECRET~~

~~TOP SECRET~~

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USCM COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 9 APRIL 1956

OPERATIONS ORDER NO. A-1006

REPORTS (WHEN REQUIRED)	25X	REQUIRED	DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED	
				ON TIME (5)	LATE 0-20' (4)	LATE 21-40' (3)	LATE 41-60' (2)	LATE 61-20' (1)			
1. INITIAL REPORT (Each Mission)	X		6 hours Prior T.O.	5						5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X	Immediately if T.O. delayed 1 hour							0	0
3. DEPARTURE REPORT (Each Mission)	X		IMMEDIATELY After T.O.	5						5	5
4. ABSNT REPORT (Each charted mission)		X	Immediately after ldg or word that A/C is retg							0	0
5. LANDING REPORT (Each Mission)	X		Immediately after ldg				3			5	3
6. PROGRESS REPORT (Receipt of A/C posi- tion or change Plan Plan)	X	X	Immediately upon receipt of informa- tion							0	0
7. LAST AIRCRAFT REPORT (When determined A/C last-overdue		X	Immed positive info A/C lost or tot fuel time plus 1 hour					1		0	0
8. SORTIE REPORT (Each Mission)	X		2 hr after A/C lands							5	1
9. COMMANDER MISSION REPT (Each Mission)	X		13 hrs after A/C lands							5	5
10. NAVIGATION REPORT (Each Mission)	X		43 hrs after A/C lands							5	5
11. TAKE OFF REP (Each Chart take off)	X		Immedly after shipment					2		5	2
12. FILM REPORT (On req from Proj Mgr.)		X	2 hrs after 3" Trkg Film Dev.							0	0
13. MISSION WR REPORT (Each Mission incldg	X		2 hrs after 3" Trkg Film Dev.							5	5

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 Brief reports to follow for 24 hours.
 CIA-RDP33-02415A000100170004-7

TOTAL
POSSIBLE
77.5%

TOTAL
POSSIBLE
100

TOTAL
RECEIVED
11

YES ONLY

~~TOP SECRET~~

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USCM COMBAT REPORTS

CREW NO. [REDACTED]

DATE: [REDACTED]

OPERATIONS ORDER NO. [REDACTED]

REPORTS (WHEN REQUIRED)	REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED
			ON TIME (5)	LATE 0-20' (4)	LATE 21-40' (3)	LATE 41-60' (2)	LATE 61-20' (1)		
1. INITIAT REPORT (Each Mission)	<input checked="" type="checkbox"/>	6 hours Prior T.O.	<input checked="" type="checkbox"/>						
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)	<input checked="" type="checkbox"/>	Immediately if T.O. delayed 1 hour							
3. DEPARTURE REPORT (Each Mission)	<input checked="" type="checkbox"/>	IMMEDIATELY After T.O.	<input checked="" type="checkbox"/>						
4. ABORT REPORT (Each aborted mission)	<input checked="" type="checkbox"/>	Immediately after 1dg or word that A/C is retg							
5. APPROVAL REPORT (Each Mission)	<input checked="" type="checkbox"/>	Immediately after 1dg		<input checked="" type="checkbox"/>					
6. PROGRESS REPORT (Receipt of A/C posi- tion or change fit Plan)	<input checked="" type="checkbox"/>	Immediately upon receipt of informa- tion							
7. LOST AIRCRAFT REPORT (When determined A/C lost or overdue)	<input checked="" type="checkbox"/>	Immed posi- tive info A/C lost or tot fuel time plus 1 hour							
8. SORTIE REPORT (Each Mission)	<input checked="" type="checkbox"/>	2 hr after A/C lands			<input checked="" type="checkbox"/>				
9. COMMANDER'S MISSION REPT (Each Mission)	<input checked="" type="checkbox"/>	48 hrs after A/C lands	<input checked="" type="checkbox"/>						
10. NAVIGATION REPORT (Each Mission)	<input checked="" type="checkbox"/>	48 hrs after A/C lands	<input checked="" type="checkbox"/>						
11. FILM REPORT (Each Shot take Mat.)	<input checked="" type="checkbox"/>	Immed after shipment			<input checked="" type="checkbox"/>				
12. FILM REPORT (On request from Proj Hq.)	<input checked="" type="checkbox"/>	2 hrs after 3" Trkg Film Dev.							
13. MISSION WK REPORT (Each Mission incldg)	<input checked="" type="checkbox"/>	2 hrs after 3" Trkg Film Dev.							

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USOM COMBAT REPORTS											
CREW NO.		DATE:	OPERATIONS ORDER NO.								
REPORTS (When Required)	25X	REQUERED YES () NO ()	DEU TIME	WHEN SUBMITTED				POSSIBLE POINTS	POINTS RECEIVED		
				BY T.O. (5)	LATE 0-20% (4)	LATE 21-40% (3)	LATE 41-60% (2)	LATE 61-20% (1)	0		
1. INITIAL REPORT (Each Mission)		<input checked="" type="checkbox"/>	6 hours Prior T.O.	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		<input checked="" type="checkbox"/>	Immediately if T.O. delayed 1 hour							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3. DEPARTURE REPORT (Each Mission)		<input checked="" type="checkbox"/>	IMMEDIATELY After T.O.	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4. ANGELS REPORT (When aircraft damaged)		<input checked="" type="checkbox"/>	Immediately After T.O. OR word that A/C is safe							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5. CAVALIER REPORT (Each Mission)		<input checked="" type="checkbox"/>	Immediately after Ing.			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6. PROGRESS REPORT (Receipt of A/C informa- tion or change Plan Plan)		<input checked="" type="checkbox"/>	Immediately Upon receipt of information							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7. LAST AIRCRAFT REPORT (When determined A/C lost-overdue		<input checked="" type="checkbox"/>	Immediately pos- itive info A/C lost or tot fuel time plus 1 hour							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8. SORTIE REPORT (Each Mission)		<input checked="" type="checkbox"/>	2 hrs after A/C lands					<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9. COMMANDERS VISIT REPORT (Each Mission)		<input checked="" type="checkbox"/>	48 hrs after A/C lands	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
10. NAVIGATION REPORT (Each Mission)		<input checked="" type="checkbox"/>	48 hrs after A/C lands	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11. TAKE OFF REPORT (Each Shot take Off)		<input checked="" type="checkbox"/>	Immedly after shipment			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
12. TAKE OFF REPORT (On req from Proj. No.)			2 hrs after 3" Trig Film Dev.							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
13. MISSION WX REPORT (Each Mission incldg)		<input checked="" type="checkbox"/>	2 hrs after 3" Trig Film Dev.	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
							TOTAL POSSIBLE	TOTAL POSSIBLE	TOTAL RECEIVED		

*Bi-hourly reports to follow for 24 hours.

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USCM COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 20 AUG 1968

OPERATIONS ORDER NO. 6-889

REPORTS (WHEN REQUIRED)	X	REQUIRED YES NO	DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED	
				ON TIME (5)	LATE 0-20' (4)	LATE 21-40' (3)	LATE 41-60' (2)	LATE 61-20' (1)			
1. INITIAL REPORT (Each Mission)		X	6 hours Prior T.O.	3						5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X	Immediately if T.O. delayed 1 hour							•	•
3. DEPARTURE REPORT (Each Mission)		X	IMMEDIATELY After T.O.		3					5	5
4. ABORT REPORT (Each aborted mission)		X	Immediately after ldg or word that A/C is ref							•	•
5. LANDING REPORT (Each Mission)		X	Immediately after ldg		3					5	5
6. PROGRESS REPORT (Receipt of A/C posi- tion or change fit Plan)		X	Immediately upon receipt of informa- tion							•	•
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		X	Immed positi- tive info A/C lost or tot fuel time plus 1 hour							•	•
8. SORTIE REPORT (Each Mission)		X	2 hr after A/C lands	3						5	5
9. COMMANDER MISSION REPT (Each Mission)		X	48 hrs after A/C lands	3						5	5
10. NAVIGATION REPORT (Each Mission)		X	48 hrs after A/C lands	3						5	5
11. TAKE REPORT (Each Shpt taken Mat)		X	Immedly after shipment						•	5	5
12. TARGET REPORT (On req from Proj Maj.)		X	2 hrs after 3 rd Trkg Film Dev.							•	•
13. MISSION WR REPORT (Each Mission inadve)		X	2 hrs after 3 rd Trkg Film Dev.	3						5	5

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Bi-hourly reports to follow for 24 hours.
CIA-RDP33-02415A000100170004-7

TOTAL
POSSIBLE

TOTAL
POSSIBLE

TOP SECRET

EYES ONLY

TOP SECRET

Sanitized - Approved For Release :
CIA-RDP33-02415A000100170004-7

OSCM COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 20 April 1968

OPERATIONS ORDER NO. A-2000

REPORTS (When Required)	25X	REQUIRED YES NO	DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	TOTAL POINTS
				100% (5)	0-40% (4)	21-40% (3)	41-60% (2)	61-80% (1)		
1. INITIAL REPORT (Each Mission)		X	6 hours Prior T.O.	5					5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X	Immediately if T.O. delayed 1 hour						•	•
3. DEPARTURE REPORT (Each Mission)		X	IMMEDIATELY After T.O.						5	4
4. AIRCRAFT REPORT (Each aircraft after takeoff)		X	Immediately after ldg or word that A/C is retc						5	•
5. LANDING REPORT (Each Mission)		X	Immediately after ldg						2	2
6. PROGRESS REPORT (Receipt of A/C posi- tion or change in Plan)		X	Immediately upon receipt of informa- tion						•	•
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		X	Immed positi- ve info A/C lost or tot fuel time plus 1 hour						•	•
8. SORTIE REPORT (Each Mission)		X	2 hr after A/C lands						•	•
9. COMMANDER'S MISSION REPT (Each Mission)		X	48 hrs after A/C lands						•	•
10. NAVIGATION REPORT (Each Mission)		X	48 hrs after A/C lands						•	•
11. TAKE OFF REPORT (Each Shot Take Off)		X	Immed after shipment						•	•
12. TAKOFF REPORT (On req from Proj Hq.)		X	2 hrs after 3" Trkg Film Dev.						•	•
13. MISSION WK REPORT (Each Mission incldg		X	2 hrs after 3" Trkg Film Dev.						•	•

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Bi-hourly reports to follow for 24 hours.

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CIA-RDP33-02415A000100170004-7

SECTION ONLY

TOTAL POSSIBLE	TOTAL POSSIBLE	TOTAL RECEIVED
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CIA-RDP33-02415A000100170004-7

OPERATIONS ORDER NO. [REDACTED]

ITEM NO.	MISSION	TYPE	TIME	WHEN SUBMITTED		POSSIBLE POINTS	PAGES	ATTACHED
				11-60(1)	11-60(2)			
1. MISSION PLAN	None	None	5 hours	5	5	5	5	5
2. BRIEFING REPORT (Each Mission)	On req. from Prof. Hq.	None	Immediately after A/C lands or before takeoff 1 hour delay	5	5	5	5	5
3. MISSION REPORT (Each mission)	On req. from Prof. Hq.	None	Immediately after A/C lands or before takeoff 1 hour delay	5	5	5	5	5
4. NAVIGATION REPORT (Each Mission)	On req. from Prof. Hq.	None	Immediately after A/C lands or before takeoff 1 hour delay	5	5	5	5	5
5. AIRCRAFT REPORT (When determined lost or overwater)	On req. from Prof. Hq.	None	Usually constructive info 1/2 hr. lost or not fuel time plus 1 hour	5	5	5	5	5
6. SORTIE REPORT (Each Mission)	On req. from Prof. Hq.	None	2 hrs after A/C lands	5	5	5	5	5
7. COMMANDER'S MISSION REPORT (Each Mission)	On req. from Prof. Hq.	None	1/2 hrs after A/C lands	5	5	5	5	5
8. NAVIGATION REPORT (Each Mission)	On req. from Prof. Hq.	None	48 hrs after A/C lands	5	5	5	5	5
9. TAKE OFF REPORT (Each flight)	On req. from Prof. Hq.	None	Immediately after takeoff	5	5	5	5	5
10. LANDING REPORT (On req. from Prof. Hq.)	On req. from Prof. Hq.	None	2 hrs after 3rd Take Off Dev.	5	5	5	5	5
11. MISSION WR REPORT (Each Mission)	On req. from Prof. Hq.	None	2 hrs after 3rd Take Off Dev.	5	5	5	5	5
						TOTAL POSSIBLE	TOTAL RECEIVED	

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CIA-RDP33-02415A000100170004-7

EYES ONLY

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Sanitized - Approved For Release :
CIA-RDP33-02415A000100170004-7

USAF COMINT REPORTS

CREW NO. [REDACTED]

DATE: 11 April 1956

OPERATIONS ORDER NO. 1012

REPORTS (When required)	REQUIRED TIME AND TYPE	WHEN SUBMITTED	POSSIBLE POINTS				POINTS RECEIVED
			ON TIME (1)	LATE (2)	LATE (3)	LATE (4)	
1. INITIAL REPORT (Each Mission)	X 5 hours prior to	5					5 5
2. DELAY REPORT (T.O. delayed 1 hr. or Mission Canceled Prior to T.O.)	X Immediately if T.O. delayed 1 hour						0 0
3. DEPARTURE REPORT (Each Mission)	X IMMEDIATELY After T.O.	5					5 5
4. ARRIVE REPORT (Flight duration mission)	X Immediately after 1st or last that A/C is retg						0 5 0
5. APPROX POSITION (Each Mission)	X Immediately After 1st or last that A/C is retg						5 4
6. APPROX POSITION (Receipt of A/C posi- tion or change in Plan)	X Upon receipt of information						0 0
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)	X Immediately pos- itive info A/C lost or tot fuel time plus 1 hour						0 0
8. SORTIE REPORT (Each Mission)	X 2 hr after A/C lands						0 0
9. COMMANDER'S MISSION REPT (Each Mission)	X 48 hrs after A/C lands						0 0
10. NAVIGATION REPORT (Each Mission)	X 48 hrs after A/C lands						0 0
11. TAXI REPORT (Also Start Take Off)	X Immediately after start						0 0
12. TARGET REPORT (On req from Proj Hq)	X 2 hrs after 3rd Trkg Film Dev.						0 0
13. MISSION WX REPORT (Each Mission incldg)	X 2 hrs after 3rd Trkg Film Dev.						0 0
<u>BEST COPY</u>				TOTAL POSSIBLE	TOTAL POSSIBLE	TOTAL RECEIVED	
Sanitized, Approved For Release, follow, for 24 hours. CIA-RDP33-02415A000100170004-7				70%	20	14	

~~TOP SECRET~~

~~TOP SECRET~~

~~EX-GEN~~

Sanitized - Approved For Release :
CIA-RDP33-02415A000100170004-7

USCM COMBAT REPORTS

DATE : 11 April 1956

OPERATIONS ORDER NO. 1013

REPORTS (WHEN REQUIRED)	25	RECORDED MIS. NO.	DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED
				TIME (5)	LATE (4)	LATE (3)	LATE (2)	LATE (1)		
1. INITIAL REPORT (Each Mission)		X	6 hours Prior T.O.	5					5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X	Immediately if T.O. delayed 1 hour						0	0
3. DEPARTURE REPORT (Each Mission)		X	IMMEDIATELY After T.O.	5					5	5
4. ARRIVE REPORT (Each mission including return)		X	Immediately after log or word that A/C is return						0	0
5. LOSS OF AIRCRAFT (Each Mission)		X	Immediately after loss				3		5	3
6. PLANE DOWN REPORT (Receipt of A/C posi- tion via telephone or Plan)		X	Immediately upon receipt of information						0	0
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		X	Immediately positive info A/C lost or tot fuel time plus 1 hour						0	0
8. SORTIE REPORT (Each Mission)		X	2 hr after A/C Lands		4				5	4
9. COMMANDER MISSION REP (Each Mission)		X	48 hrs after A/C Lands	5					5	5
10. NAVIGATION REPORT (Each Mission)		X	48 hrs after A/C Lands	5					5	5
11. TAKE REPORT (Each Ship take Nat.)		X	Immediately after shipment						5	5
12. TARGET REPORT (On req from Proj Nat.)		X	2 hrs after 3 rd Take Film Dev.						0	0
13. MISSION WX REPORT (Each Mission incldg		X	2 hrs after 3 rd Take Film Dev.						0	0

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*Bi-monthly reports in 100 form for 24 hours.

CIA-RDP33-02415A000100170004-7

TOTAL
POSSIBLE
80%

TOTAL
POSSIBLE
80%

TOTAL
RECEIVED
80%

TOP SECRET

Sanitized - Approved For Release:

CIA-RDP33-02415A000100170004-7

65-37 OFFICIAL REPORTS

DATE: 12 April 1956

OPERATIONS ORDER NO. 1-1015

ITEM NUMBER	MISSION	TIME	TIME	TIME	TIME	TIME	POLARIS POINTS	POLARIS POINTS RECEIVED						
							TIME (3)	6-20(1)	22-40(3)	41-60(2)	61-20(1)	6	5	5
1. INITIAL REPORT	X	16 hours	5											
2. DELAY REPORT (If A/C delayed 1 hr or mission cancelled prior to takeoff)	X	Immediately if delayed 1 hour											0	0
3. DIACTION REPORT (Each Mission)	X	Immediately After T.O.	5										5	5
4. AIR REPORT (Each aircraft mission)	X	Immediately After takeoff or word that A/C is ready											0	0
5. PILOTS REPORT (Except w/o 1/6 per mission due to Plan)	X	Immediately upon receipt of mission info											5	3
6. LAST AIRCRAFT REPORT (When determined A/C lost联系)	X	Immediately post- tive info A/C lost or tot fuel time plus 1 hour											0	0
7. SORTIE REPORT (Each Mission)	X	2 hr after A/C lands											5	2
8. COMMUNICATOR REPORT (Each Mission)	X	10 hrs after A/C lands											5	5
9. NAVIGATION REPORT (Each Mission)	X	10 hrs after A/C lands											5	5
10. TAKEOFF REPORT (Each flight, each leg)	X	Immediately after takeoff											5	5
11. TAKEOFF REPORT (In case of Prog. Rep.)	X	2 hrs after 3rd stage film dev.											5	5
12. NAVIGATION REPORT (Each Mission, inclde)	X	2 hrs after 3rd stage film dev.											0	5

~~BEST COPY~~

~~TOP SECRET~~

~~EYES ONLY~~

Sanitized - Approved For Release after 24 hours.

~~EYES ONLY~~

PG 14

10

POSSIBLY PROTECTED

70.0%

~~TOP SECRET~~

~~EYES ONLY~~

PG 14

10

POSSIBLY PROTECTED

70.0%

Sanitized - Approved For Release :
CIA-RDP33-02415A000100170004-7

MISSION COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 13 April 1956

OPERATIONS ORDER NO.

A-1016

Cancelled

REPORTS (WHEN REQUIRED)	REQUIRED THRU NO.	DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED
			TIME (5)	0-20' (4)	21-40' (3)	41-60' (2)	61-20' (1)		
1. INITIAL REPORT (Each Mission)	X	6 hours Prior T.O.	5					0	5 5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)	X	Immediately if T.O. delayed 1 hour	5					0	5 5
3. DEPARTURE REPORT (Each Mission)		IMMEDIATELY After T.O.						0	1 1
4. ABORT REPORT (Each abort of mission)		Immediately after ldg or word that A/C is retg						0	1 1
5. ARRIVED REPORT (Each Mission)		Immediately after ldg						0	1 1
6. PROGRESS REPORT (Receipt of A/C posi- tion or change Plan Plan)		Immediately upon receipt of informa- tion						0	1 1
7. LOST AIRCRAFT REPORT (When determined A/C lost over due)		Immed positi- tive info A/C lost or tot fuel time plus 1 hour						0	1 1
8. SORTIE REPORT (Each Mission)		2 hr after A/C lands						0	1 1
9. COMMUNES MISSION REPT (Each Mission)		1/2 hrs after A/C lands						0	1 1
10. NAVIGATION REPORT (Each Mission)		1/2 hrs after A/C lands						0	1 1
11. TAKE REPORT (Each shot take off)		Immed after shot						0	1 1
12. TARGET REPORT (On recd from Proj. Hq.)		2 hrs after 3" Trkg Film Dev.						0	1 1
13. MISSION WX REPORT (Each Mission incldg		2 hrs after 3" Trkg Film Dev.						0	1 1

Sanitized - Approved For Release 18 hours.
CIA-RDP33-02415A000100170004-7

TOTAL POSSIBLE	TOTAL POSSIBLE	TOTAL RECEIVED
100%	100%	100%
10	10	10

~~YES ONLY~~

~~TOP SECRET~~

Sanitized - Approved For Release :
CIA-RDP33-02415A000100170004-7

USCM COMBAT REPORTS

CREW NO. [REDACTED]

Cancelled

DATE: 13 April 1956

OPERATIONS ORDER NO. A-1017

REPORTS (WHEN REQUIRED)	REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED	
			ON TIME (5)	LATE 0-20' (4)	LATE 21-40' (3)	LATE 41-60' (2)	LATE 61-80' (1)			
1. INITIAL REPORT (Each Mission)	X	5 hours Prior T.O.	5					0	5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)	X	Immediately if T.O. delayed 1 hour	5					0	5	5
3. DEPARTURE REPORT (Each Mission)		IMMEDIATELY After T.O.						0		
4. ALERT REPORT (Post aborted mission)		Immediately after lbg or word that A/C is retg						0		
5. LANDING REPORT (Each Mission)		Immediately after lbg						0		
6. SHUCKING REPORT (Receipt of A/C posi- tion or change fit Plan)		Immediately upon receipt of informa- tion						0		
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		Immedly posi- tive info A/C lost or tot fuel time plus 1 hour						0		
8. SORTIE REPORT (Each Mission)		2 hr after A/C lands						0		
9. COMMANDER'S MISSION REPT (Each Mission)		48 hrs after A/C lands						0		
10. NAVIGATION REPORT (Each Mission)		48 hrs after A/C lands						0		
11. TAKE REPORT (Each Shpt take Mat)		Immedly after shipment						0		
12. TARGET REPORT (On req from Proj Hqrs)		2 hrs after 3" Trkg Film Dev.						0		
13. MISSION WX REPORT (Each Mission incldg		2 hrs after 3" Trkg Film Dev.						0		

Sanitized - Approved For Release :
Bi-Weekly Review for 24 hours.
CIA-RDP33-02415A000100170004-7

TOTAL POSSIBLE	TOTAL POSSIBLE	TOTAL RECEIVED
100%	10	10

~~TOP SECRET~~

Sanitized - Approved For Release :
 CIA-RDP33-02415A000100170004-7

USCM COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 14 April 1956

OPERATIONS ORDER NO. A-1018

REPORTS (WHEN REQUIRED)	25	REQUIRED	DUE TIME	WHEN SUBMITTED						POSSIBLE POINTS	POINTS RECEIVED
				ON TIME (5)	LATE 0-20' (4)	LATE 21-40' (3)	LATE 41-60' (2)	LATE 61-20' (1)	C		
1. INITIAL REPORT (Each Mission)		X	5 hours Prior T.O.							5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)			Immediately if T.O. delayed 1 hour								
3. DEPARTURE REPORT (Each Mission)		X	IMMEDIATELY After T.O.							5	5
4. ABORT REPORT (Each aborted mission)			Immediately after 1/2 or word that A/C is retg								
5. LANDING REPORT (Each Mission)		X	Immediately after land		4					5	4
6. PROGRESS REPORT (Receipt of A/C posi- tion or change fit Plan)			Immediately upon receipt of informa- tion								
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)			Immedly posi- tive info A/C lost or tot fuel time plus 1 hour								
8. SORTIE REPORT (Each Mission)		X	2 hr after A/C lands		4					5	4
9. COMMANDER'S MISSION REPT (Each Mission)		X	48 hrs after A/C lands							5	5
10. NAVIGATION REPORT (Each Mission)		X	48 hrs after A/C lands							5	5
11. TAKE REPORT (Each shot take Mat)		X	Immedly after shipment							5	5
12. TARGET REPORT (On req from Proj Hq)			2 hrs after 3" Trkg Film Dev.								
13. MISSION WX REPORT (Each Mission incldg)		X	2 hrs after 3" Trkg Film Dev.						1	5	1

Sanitized - Approved For Release Follow for 24 hours.
 CIA-RDP33-024

TOTAL POSSIBLE	TOTAL POSSIBLE	TOTAL RECEIVED
85%	40	31

~~EYES ONLY~~

~~TOP SECRET~~

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 CIA-RDP33-02415A000100170004-7

USCM COMBAT REPORTS

DATE: 14 April 1956

OPERATIONS ORDER NO. 4-1019

CREW NO. [REDACTED]

REPORT (MFT REQUIRED)	25X	REQUIRED	YES NO	DUE TIME	WHEN SUBMITTED						POSSIBLE POINTS	POINTS RECEIVED	
					ON TIME (5)	LATE 0-20' (4)	LATE 21-40' (3)	LATE 41-60' (2)	LATE 61-20' (1)	0			
1. INITIAL REPORT (Each Mission)		X		5 hours Prior T.O.								5	5
2. DELAY REPORT (T.O., Delayed 1 hr. or Mission Cancelled Prior to T.O.)				Immediately if T.O. delayed 1 hour									
3. DEPARTURE REPORT (Each Mission)		X		IMMEDIATELY After T.O.					3			5	3
4. ABORT REPORT (Each aborted mission)				Immediately after ldg or word that A/C is retc									
5. LANDING REPORT (Each Mission)		X		Immediately after ldg								5	5
6. PILOTS REPORT (Receipt of A/C posi- tion or change Fit Plan)				Immediately upon receipt of informa- tion									
7. LAST AIRCRAFT REPORT (When determined A/C lost-overdue)				Immed positi- ve info A/C lost or tot fuel time plus 1 hour									
8. SORTIE REPORT (Each Mission)		X		2 hr after A/C lands					4			5	5
9. COMMANDER MISSION REPT (Each Mission)		X		48 hrs after A/C lands								5	5
10. NAVIGATION REPORT (Each Mission)		X		48 hrs after A/C lands								5	5
11. TACO SURVEY (Each Shoot take Off)		X		Immed after shOOT								5	5
12. TRAILER REPORT (Each Shoot take Off)				2 hrs after 3" Trkr Film Dev.								5	5
13. MASTERSURVEY REPORT (Each mission incldg)		X		2 hrs after 3" Trkr Film Dev.					3			5	3

#8 hourly reports to follow for 24 hours.

TOTAL POSSIBLE	TOTAL RECEIVED
88%	88%

TOP SECRET

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 CIA-RDP33-02415A000100170004-YL

TOUR GUIDE

NAVIGATION

MAXIMUM 5 POINTS

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TAB "E" PART I

~~EYES ONLY~~

~~TOP SECRET~~

~~TOP SECRET~~ Digitized - Approved For Release

PHOTO FLIGHT LINE FLYING MAXIMUM 25 POINTS

PHOTO FLIGHT LINE FLYING

~~YES ONLY~~

MAXONIC 25 PETERS

TOTAL POINTS 3

Page 2 of 2

~~EYES ONLY~~

TOP SECRET

~~TOP SECRET~~ SANITIZATION FORM ~~EYES ONLY~~
Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7
USCIN REQUIREMENTS MAXIMUM 15 POINTS

MISSION	NAVIGATION LEGS		CELESTIAL OBSERVATION		FLIGHT LINES		SCORE B 5 3 2 8 5
	SCHED	COMPL	SCHED	COMPL	SCHED	COMPL	
1005	2	2	-	-	6	6	15
1006	2	1	-	-	4	4	12.4
1007	2	2	10	10	4	4	15
1008	2	2	-	-	5	5	15
1009	2	2	10	2	5	5	14.7
1010	2	0	-	-	5	0	0
1011	2	2	-	-	4	4	15
1012	Landed at [REDACTED]						73
1013	2	2	10	16	5	5	15
1014	1	1	-	-	4	4	15
1015	1	1	10	10	4	4	15
1016	CANCELLED DUE TO WEATHER						
1017	CANCELLED DUE TO WEATHER						
1018	2	2	10	10			15
1019	1	1	-	-			15
			<u>13/1131</u>	= 57% of Requirements			
				<u>115 Points</u>			
				<u>13.05 POINTS</u>			

~~EYES ONLY~~

TOP SECRET

~~SECRET~~RECAPITULATION OF NUMERICAL SCORE

<u>TAB NUMBER</u>	<u>ITEM</u>	<u>POINTS POSSIBLE</u>	<u>POINTS ATTAINED</u>
A	% AIRCRAFT AIRBORNE ON TIME	10	9.54
B	% REQUIRED AIRCRAFT EFFECTIVE	25	
C	% REQUIRED AIRCRAFT COMPLETING MISSION AS BRIEFED	15	11.53
D	% ACCOMPLISHMENT OF USCM REQUIREMENTS	15	13.05
E	CREW PROFICIENCY		
	(1) NAVIGATION	5	4.23
	(2) PHOTO FLIGHT LINE FLYING	25	
F	COMBAT REPORTS	5	4.00
		<hr/> TOTAL	<hr/> TOTAL
		100	86.44

~~EXCERPT ONLY~~~~TOP SECRET~~

~~OUR SECRET~~

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7
THE END
AIRCRAFT AIRBORNE ON TIME MAXIMUM 10 POINTS

~~EYES ONLY~~
3-02415AU00100170004-7
MAXIMUM 10 POINTS

MISSION	SCHEDULED TIME	ACTUAL TIME	ERROR	SCORE
1005	0648	0648	0	10
1006	0655	0655	0	10
1007	0731	0731	0	10
1008	0819	0819	0	10
1009	0639	0639:28	1:28	8
1010	0732	0732	0	10
1011	0645	0645	0	10
1012	0701	0701	0	10
1013	0744	0744	0	10
1014	0650	0650	0	10
1015	0820	0820	0	10
1016	CANCELLED DUE TO WEATHER			
1017	CANCELLED DUE TO WEATHER			
1018	0730	0730	0	10
1019	0900	0900	0	10
			TOTAL	128
128 POINTS 11 SORTIES				9.84

EYES ONLY

~~TOP SECRET~~
TAB "A"

~~LYU ONLY~~ FORM~~TOP SECRET~~Sanitized - Approved For Release @A-RDP33-02415A000100170004-7
~~PART ONE OF FIVE POINTS~~

MISSION	% EFFECTIVE	EQUIPMENT FAILED	POINT OF FAILURE	REMARKS
1005	52.9%	19.12 Pts	Tracker & 24" Inoperative	
1006	40.0%	10.0 Pts	Tracker & 24" Inoperative	B 5 3 2 8 5
1007	60.0%	15.0 Pts	6" Vertical Out	
1008	0%	0 Pts	Complete Camera Failure	
1009	100%	25.0 Pts		
1010	Not Scored			
1011	75.0%	18.75 Pts	Tracker & Tri-Net Out - Slightly before end of Mission	
1012	70.0%	17.50 Pts	Right Oblique Out	
1013	100%	25.0 Pts		
1014	70.0%	17.50 Pts	Vertical Camera Out	
1015	100%	25.0 Pts		
1016	CANCELLED DUE TO WEATHER			
1017	CANCELLED DUE TO WEATHER			
1018				
1019				
TOTAL POINTS			66.8	66.8% EFFECTIVE
			EYES ONLY	
TOP SECRET				TAB 1B

~~EYES ONLY~~

TOP SECRET FORM

~~HOP SECRET~~Sanitized - Approved For Release by CIA RDP33-02415A000100170004-7
~~COMPLETED MISSION AS BRIEFED~~ ~~15 POINTS~~

MISSION	SCORE	REMARKS
1005	15	
1006	15	
1007	15	
1008	15	
1009	15	
1010	0	Air Abort - Fuel Pump Failure
1011	15	
1012	0	Engine trouble landed at [REDACTED] 25X1A6a
1013	75	Pilot yanked aircraft excessively causing "FlameOut"
1014	75	Flame-out
1015	15	
1016		Cancelled Due to Weather
1017		Cancelled Due to Weather
1018	15	
1019	15	
		33/100% → <u>76.92 Completed as Briefed</u>
		<u>11.53 Points</u>
		<u>11.53 Points</u>
		EYES ONLY
		TOP SECRET
		TAB PC

~~TOP SECRET~~

~~TOP SECRET~~~~EXCERPTS ONLY~~

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4Q MISSION #

25X1C4a 1005 (546)

25X1A9a

MISSION #

1005

RELEASING OFFICE 25X1A9a

DATE MISSION

9 APRIL 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			X (1)
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X/A		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X/A		
f. Rocking Mount	X		
g. Communications	X/A		
7. Navigation - Celestial	X		
8. Weather	X		

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~~TOP SECRET~~~~EXCERPTS ONLY~~

25X1A9a

- (1) Debriefing started 3 minutes late. [REDACTED] late. Rest of staff
25X1A9a on time. [REDACTED] needed something to eat. Brought it with him.
Recommend some sort of snack be made available to pilot at
de-briefing.

Where several missions are flown close together more than one briefing room is required. Otherwise, de-briefings piled up and there is undue delay in getting the reports out.



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~~YES ONLY~~HQ MISSION # 2000 (547)
25X1C4a

25X1A9a

53285

MISSION # 2000

DISPATCHING OFFICER

25X1A9a

DATE MISSION _____

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	WA		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera			X (2)
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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AVAILABLE

NEXT 23 PAGES

REF ID	SEARCHED	INDEXED	SERIALIZED	FILED
1. Not Sure	X			
2. Unsure	X			
3. No Additional Items Not Specifically Listed	X			

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

- (1) The representative from the camera section neglected to inquire whether or not the pilot noted any malfunction of the tri-camera stations.

OPTIONAL FORMS

SEARCHED	INDEXED
SERIALIZED	FILED
X	

Sanitized

~~EX-68~~ ~~Approved for Release : CIA-RDP33-02415A000100170004-7~~~~TOP SECRET~~HQ MISSION #: 1007 (348)

25X1C4a

MISSION #: 1007DATE MISSION 9 April 1956

25X1A9a

3285

25X1A9a

DEBRIEFING OFFICER

ITEM	REFLECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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~~TOP SECRET~~~~EYES ONLY~~

Approved for Release : CIA-RDP33-02415A000100170004-7

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically listed	X		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

- (1) Camera section representative late for de-briefing. Had to be called.

This was the smoothest and fastest de-briefing of all. Reasons:

- (1) Pilot better organized to answer questions, especially weather.
 (2) De-briefing team had greater experience from previous de-briefings and was also better organized.

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

~~TOP SECRET~~~~EYES ONLY~~

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CIA-RDP33-02415A000180170004-7

~~CONSOLIDATED~~~~RELEASER'S SIGNATURE~~

JUL 1 1968

2000-1949

25X1A9a

25X1C4a

MISSION

1000

REF ID: A6542

25X1A9a

DATE MISSION

4 APR 21 1968

REF ID: A6542

ITEM	INSTRUCTIVE	MARGINAL	NON-INSTRUCTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief		X (1)	
b. Weather		X (2)	
c. Intelligence			
d. Flight Planning Team	X		
e. Photo Section			X (3)
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	N/A		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	N/A		
e. 24" Camera	X		
f. Rocking Mount	N/A		
g. Communications	X		
7. Navigation - Celestial	N/A		
8. Weather	X		

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~~TOP SECRET~~~~REF ID: A6542~~

CIA-RDP33-02415A000180170004-7

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically listed			

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

25X1A9a

- (1) Crew chief absent from de-briefing. [REDACTED] took this de-briefing and passed the information on.
- (2) Weather Officer late for de-briefing.
- (3) Photo representative late for de-briefing.

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

OVERALL RATING:

~~TOP SECRET~~

~~EXYES ONLY~~

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B53285

DEFERRED APPROVAL LIST

HQ MISSION #

25X1C4a

MISSION #

DATE MISSION

PILLOT 25X1A9a

BRIEFING OFFICER 25X1A9a

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	■		
b. Weather	■		
c. Intelligence	■		
d. Flight Planning Team	■		
e. Photo Section	■		
f. Physiological Section	■		
2. Mission Flown as Briefed	■		
3. Photo Accomplished as Briefed	■		
4. Celestial Accomplished as Briefed	■		
5. Cruise Control	■		
6. Aircraft Effectiveness	■		
a. Aircraft General	■		
b. Periscope	■		
c. Tracker	■		
d. Tri-Camera	■		
e. 24" Camera	■		
f. Rocking Mount	■		
g. Communications	■		
7. Navigation - Celestial	■		
8. Weather	■		

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~~TOP SECRET~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	2		
a. Hot News	3		
b. Routine	2		
10. Any Additional Items Not Specifically listed	2		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

(1) Briefing started 3 minutes 20 seconds early

EFFECTIVE	MARGINAL	NON-EFFECTIVE
█		

OVERALL RATING:

~~TOP SECRET~~

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~~EYES ONLY~~

DEBRIEFING CHECK SHEET

25X1A9a

HQ MISSION # ~~25X1C4a~~
25X1C4aPILOT ~~[REDACTED]~~MISSION # ~~[REDACTED]~~BRIEFING OFFICER ~~25X1A9a~~DATE MISSION ~~20 April 1968~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	<input checked="" type="checkbox"/>		
b. Weather	<input checked="" type="checkbox"/>		
c. Intelligence	<input checked="" type="checkbox"/>		
d. Flight Planning Team	<input checked="" type="checkbox"/>		
e. Photo Section	<input checked="" type="checkbox"/>		
f. Physiological Section	<input checked="" type="checkbox"/>		
2. Mission Flown as Briefed	<input checked="" type="checkbox"/>		
3. Photo Accomplished as Briefed	<input checked="" type="checkbox"/>		
4. Celestial Accomplished as Briefed	<input checked="" type="checkbox"/>		
5. Cruise Control	<input checked="" type="checkbox"/>		
6. Aircraft Effectiveness	<input checked="" type="checkbox"/>		
a. Aircraft General	<input checked="" type="checkbox"/>		
b. Periscope	<input checked="" type="checkbox"/>		
c. Tracker	<input checked="" type="checkbox"/>		
d. Tri-Camera	<input checked="" type="checkbox"/>		
e. 24" Camera	<input checked="" type="checkbox"/>		
f. Rocking Mount	<input checked="" type="checkbox"/>		
g. Communications	<input checked="" type="checkbox"/>		
7. Navigation - Celestial	<input checked="" type="checkbox"/>		
8. Weather		<input checked="" type="checkbox"/>	

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~~EYES ONLY~~~~TOP SECRET~~

U.S.A.	U.S.S.R.	China	Other
a. Intelligence	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hostile	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Routine	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d. Any Additional Items Not Specifically Listed	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

- (1) Psychological officer should be present other than his representative.
(2) Weather officers not present or debriefing.

EFFECTIVE	MARGINAL	POT. INACTIVE

OVERALL RATING:

~~TOP SECRET~~Sanitized - Approved For Release CIA-RDP33-02415A00500170044
~~TOP SECRET~~~~EYES ONLY~~

25X1A9a

3285

HQ MISSION # **2021 (269)**
25X1C4a**CONSOLIDATED**

PILOT

B 5 3 2 8 5
25X1A9aMISSION # **2021**

BRIEFING OFFICER

DATE MISSION **21 April 1956**

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X/A		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X/A		
8. Weather	X		

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ITEM	EFFECTIVE	INFERENTIAL	NON-EFFECTIVE
9. Intelligence	<input checked="" type="checkbox"/>		
a. Hot News	<input checked="" type="checkbox"/>		
b. Routine	<input checked="" type="checkbox"/>		
10. Any Additional Items Not Specifically Listed			

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
DP3-02415A0001001	70004-7	

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~~EYES ONLY~~

REQ MISSION #: 1012 (346)

PT100

25X1A9a

25X1C4a

MISSION #: 1012

25X1A9a

BRIEFING OFFICER: [REDACTED]

DATE MISSION 11 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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~~EYES ONLY~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Physiological Specifically listed Emergency Landing	X		X

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

Very good Intelligence de-briefing.

4 Flame-outs [REDACTED]

25X1D0c

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

~~TOP SECRET~~~~EXES ONLY~~

B 53285

~~DEBRIEFING CARD SHEET~~HQ MISSION # ~~25X1A9a~~

25X1C4a

MISSION # ~~25X1A9a~~PILOT ~~25X1A9a~~

25X1A9a

BRIEFING OFFICER ~~25X1A9a~~DATE MISSION ~~22 April 1964~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General		X (1)	
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

~~TOP SECRET~~~~TOP SECRET~~

RATING	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	■		
a. Hot News	■		
b. Routine	■		
10. Any Additional Items Not Specifically listed	■		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

(1) The elements were handled lightly by maintenance until C.C. asked for details.

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
■		

~~TOP SECRET~~

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~~EYES ONLY~~HQ MISSION # 25X1C4a (SMA)PILOT 25X1A9aB53285
25X1A9aMISSION # SMA

BRIEFING OFFICER

DATE MISSION 12 April 1964

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	x		
b. Weather	x		
c. Intelligence	x		
d. Flight Planning Team	x		
e. Photo Section	x		
f. Physiological Section	x		
2. Mission Flown as Briefed	x		
3. Photo Accomplished as Briefed	x		
4. Celestial Accomplished as Briefed	x (Q)		
5. Cruise Control	x		
6. Aircraft Effectiveness	x		
a. Aircraft General	x		
b. Periscope	x		
c. Tracker	x		
d. Tri-Camera	x/a		
e. 24" Camera	x		
f. Rocking Mount	x/a		
g. Communications	x		
7. Navigation - Celestial	x		
8. Weather	x		

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~~EYES ONLY~~~~TOP SECRET~~

Intelligence

Co. Inf. Data

Co. Routine

(G) Any ~~Abnormalities~~ which were
Specifically listed

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

- (4) Didn't accomplish job or log (Time out)
 - (7) No answer or gave false variable on questions.
 - (9) Very poor intelligence briefing.
- Three (3) instances.

Debriefing took 30 minutes, all troubles encountered were thoroughly discussed.

OVERALL RATING:

EFFECTIVE	LARGINAL	NON-EFFECTIVE
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

COMBINED
DEBRIEFING CHECK SHEETHQ MISSION # **[REDACTED]**25X1A9a
PLACE [REDACTED]

25X1C4a

25X1A9a

MISSION # **[REDACTED]**

BRIEFING OFFICER [REDACTED]

DATE MISSION **[REDACTED]**

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	<input checked="" type="checkbox"/>		
b. Weather	<input checked="" type="checkbox"/>		
c. Intelligence	<input checked="" type="checkbox"/>		
d. Flight Planning Team	<input checked="" type="checkbox"/>		
e. Photo Section	<input checked="" type="checkbox"/>		
f. Physiological Section	<input checked="" type="checkbox"/>		
2. Mission Flown as Briefed	<input checked="" type="checkbox"/>		
3. Photo Accomplished as Briefed	<input checked="" type="checkbox"/>		
4. Celestial Accomplished as Briefed	<input checked="" type="checkbox"/>		
5. Cruise Control	<input checked="" type="checkbox"/>		
6. Aircraft Effectiveness	<input checked="" type="checkbox"/>		
a. Aircraft General	<input checked="" type="checkbox"/>		
b. Periscope	<input checked="" type="checkbox"/>		
c. Tracker	<input checked="" type="checkbox"/>		
d. Tri-Camera	<input checked="" type="checkbox"/>		
e. 24" Camera	<input checked="" type="checkbox"/>		
f. Rocking Mount	<input checked="" type="checkbox"/>		
g. Communications	<input checked="" type="checkbox"/>		
7. Navigation - Celestial	<input checked="" type="checkbox"/>		
8. Weather	<input checked="" type="checkbox"/>		

1. <u>Overall Rating:</u>	<input type="checkbox"/> EFFECTIVE	<input type="checkbox"/> LARGINAL	<input type="checkbox"/> NON-EFFECTIVE
2. <u>Notable:</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. <u>Reutifications:</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. <u>Any Additional Items Not Specifically listed:</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

EFFECTIVE	LARGINAL	NON-EFFECTIVE
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OVERALL RATING:

~~TOP SECRET~~~~EYES ONLY~~

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CONSOLIDATED
DEBRIEFING CHECK SHEETHQ MISSION # 1018 (348)PILOT 25X1A9a407OTH MISSION # 1018BRIEFING OFFICER 25X1A9aDATE MISSION 14 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	I		
8. Weather	X		

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~~EYES ONLY~~~~TOP SECRET~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence			
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically listed			

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

- (1) Briefing started 4 minutes early.
- (2) Expect poor celestial shots due poor auto pilot.
- (3) Expect some what inferior photo due auto pilot roll.

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

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~~ALL INFORMATION CONTAINED~~

~~HEREIN IS UNCLASSIFIED~~

~~DATE 10-10-01 BY SPK~~

1019 (347)

DEBRIEFING FORM - 1000-1000-1000

25X1A9a

25X1C4a

2019

MISSION #

14 April 1956

25X1A9a

INVESTIGATIVE OFFICER

DAILY MISSION

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	N/A		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	N/A		
7. Navigation - Celestial	X		
8. Weather			

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	2		
a. Hot News	2		
b. Routine	2		
10. Any Additional Items Not Specifically listed			

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

EFFECTIVE	MARGINAL	NON-EFFECTIVE

OVERALL RATING:

TAB

ANNEX V

STATISTICAL SUMMARY OF USCM

TAB "A" - OPERATIONS

TAB "B" - MAINTENANCE & SUPPLY

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Copy No..... ofcopies

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TAB "B"

DEBRIEFINGS

B 53285

All debriefings were rated as effective. Debriefings were scheduled one (1) hour after landing and all sections involved were generally in attendance. Debriefings were thorough and the information obtained aided all concerned in keeping abreast of the situation and preparing for the following days effort. Detailed debriefing check sheets for each sortie flown are included as inclosures to this annex.

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